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DECLASSIFICATION OF WWII RECORDS. *Oct 76* *cen*

ALLIED FORCES. MEDITERRANEAN THEATER.

WESTERN TASK FORCE.

OPERATION PLAN NO. 4-44, 24 July 1944

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LIBRARY RECORD NO. 38969 57 55
ARMED FORCES STAFF COLLEGE
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Report Documentation Page				Form Approved OMB No. 0704-0188	
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WESTERN NAVAL TASK FORCE

OPERATION PLAN NO. 44

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ARMED FORCES STAFF COLLEGE

SHORT TITLE "ANOR-1"

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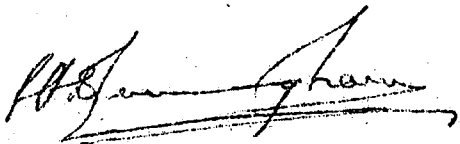
Commander-in-Chief,
Mediterranean Station,
NAPLES.

29th July, 1944.

OPERATION "ANVIL".

You are about to take part in an operation which may well lead to the final blow in the war against Germany. The code name of the Operation is ANVIL.

2. It is the Navy's task in this Operation to ensure the landing and support of an army intended initially for the capture of TOULON and MARSEILLES and, later, for exploitation inland.
3. The fixed defences of the coastline of Southern France are likely to prove formidable. Strong air support will be available but success will depend in large measure upon the determination and relentlessness with which the attack is delivered and supported by the Allied Navies.
4. D day and H hour for the Operation will be signalled later.
5. The Naval Commander for this Operation is Vice Admiral H.K. HEWITT, U.S. Navy, the Commander 8th U.S. Fleet. During the period of the Operation he will use the title "Naval Commander Western Task Force".
6. The area for which he will be responsible is enclosed by the French and Italian Coasts and by lines drawn from the Franco-Spanish frontier to 41° N. 4° E. thence along the parallel of 41° N. to longitude 10° E. and thence northward along the meridian of 10° E. Certain ships taking part in the Operation (e.g. Aircraft Carriers) may operate outside this area at his discretion.
7. To avoid duplication of orders N.C.W.T.F.'s Operation Orders, which have my covering approval, cover the whole Operation from the time that ships sail for the Operation. Such ships as have not been operating under the orders of Com 8th Fleet prior to the Operation are to consider themselves as being under his orders from the time of their arrival at the base ports from which they will sail for Operation, or from 24 hours before their time of sailing from that port, whichever is the later.
8. Detailed Administrative Orders for the area of the assault are contained in the Operation Orders. Certain general administrative information and instructions are attached to this letter. They are divided into two parts:-
 - A. General information and instructions applicable to all ships.
 - B. Certain instructions applicable only to ships under British Naval Administration.


ADMIRAL.

ENCLOSURE 1 TO COMMANDER-IN-CHIEF, MEDITERRANEAN's MED. 00402/19
dated 29th July, 1944.

(A)

GENERAL INFORMATION and INSTRUCTIONS.

- I. FUEL
 - II. REPORTS OF PROCEEDINGS.
 - III. AMMUNITION
-

29th July, 1944.

GENERAL INFORMATION and INSTRUCTIONS.

Applicable to all Ships, Mounting Authorities and Shore Bases
in the Operational Area.

The following information and instructions are issued for the guidance of Flag and Commanding Officers engaged in Operation "ANVIL".

I. FUEL.

(i) Naval fuel stocks, both ashore and afloat have been generally established to the logistical requirement of the NAVAL COMMANDER WESTERN TASK FORCE.

(ii) The tankers allocated to the NAVAL COMMANDER WESTERN TASK FORCE will be under his operational control for withdrawals from and distribution of these stocks in the operational area.

(iii) Certain shore and floating stocks however will be maintained by shuttling and by allocation of incoming dues in tankers which will remain under the control of the COMMANDER-IN-CHIEF, MEDITERRANEAN.

(iv) In order to attempt to make good any losses or unforeseen expenditures, COMMANDER-IN-CHIEF, MEDITERRANEAN, is to be given the following information by signal, repeated to the NAVAL COMMANDER WESTERN TASK FORCE.

- (a) Immediate report of the total loss of any tankers or damage affecting operational efficiency.
- (b) Immediate report from Shore Bases only, if the total stocks of Naval fuel, both ashore and afloat, of any grade, fall below 20%.

Any such signal should take the form -

C. in C. Med. (R) NCWTF

Immediate.

"AJACCIO" Navy special, minimum.

(v) Owing to theatre shortage of tankers it is of operational urgency that Bases make good damaged or lost fuelling equipment to the best of their ability and ensure the quickest turn-around of shuttling tankers.

(vi) Major war vessels must be prepared to supply fuel to smaller ships if required.

.../(vii)

(vii) Every effort should be made to maintain fuel stocks in the forward areas by ships discharging any surplus fuel to other ships, tankers, hulks or shore stocks, before leaving the area. Ships and escorts leaving the forward areas for rearward ports should refuel in the forward area only with sufficient to provide enough fuel for return trip plus a reasonable margin.

(viii) Ships leaving the forward areas with surplus potable water should be prepared to discharge their surplus to water boats or smaller craft.

II. REPORTS OF PROCEEDINGS.

(i) Flag and Senior Officers should collate reports of proceedings from ships under their commands for the period and forward them to the NAVAL COMMANDER WESTERN TASK FORCE who should then submit the complete report to the COMMANDER-IN-CHIEF, MEDITERRANEAN.

(ii) Flag and Senior Officers of independant forces are similarly to collate reports of proceedings from ships under their command, but their reports should be rendered direct to the COMMANDER-IN-CHIEF, MEDITERRANEAN.

III. AMMUNITION.

Stocks of British, American and French ammunition are held in the ARMAMENT STORES ISSUING SHIPS as shown in the NAVAL COMMANDER WESTERN TASK FORCE's Operation Plan 4/44, Annex B, Appendix 3.

ENCLOSURE 2 TO COMMANDER-IN-CHIEF, MEDITERRANEAN'S MED. 00402/19
dated 29th July, 1944.

(B)

INFORMATION and INSTRUCTIONS CONCERNING ONLY SHIPS
UNDER BRITISH NAVAL ADMINISTRATION.

- I. REPORTS OF PROCEEDINGS.
 - II. M/S STORES.
 - III. TORPEDOES.
 - IV. DEPTH CHARGES.
 - V. SMOKE.
 - VI. AMMUNITION.
 - VII. CASUALTIES.
 - VIII. SURVIVORS
-

29th July, 1944.

I. REPORTS OF PROCEEDINGS DURING OPERATION "ANVIL".

(i) H.M. Ships engaged in Operation "ANVIL" are to render their Reports of Proceedings to their immediate Operation Authorities under whose orders they are operating. One copy should be sent direct to the COMMANDER-IN-CHIEF, MEDITERRANEAN. Other copies may be sent to those Authorities under whom ships have recently been operating, or to whom reports are normally rendered.

(ii) Reports of Proceedings from submarines are to be rendered in the usual way through Captains (S) to the COMMANDER-IN-CHIEF, MEDITERRANEAN, with copies to the appropriate Authorities.

(iii) War Diaries are not required during the Operation.

II. M/S STORES.

M/S Stores are held at NAPLES and MADDALENA. In addition, a reserve of necessary stores will be carried in Trawler PRODUCT and U.S.S. BARRICADE. Demands should be made to ~~COLSWICK~~ in U.S.S. BARRICADE.

III. TORPEDOES.

A reserve of 20 Mark IX torpedoes are held by S. 10 at MADDALENA for issue to cruisers and destroyers.

IV. DEPTH CHARGES.

(i) Stocks of Depth Charges will be held at MADDALENA, AJACCIO and in the ARMAMENT STORES ISSUING SHIPS.

(ii) Components for Small charges are held in the ARMAMENT STORES ISSUING SHIP and at all ports where British ammunition is stocked.

V. SMOKE.

(i) Stocks of Smoke CSA and Mark VI floats for British ships (H.M. and M.Vs) are held at NAPLES and at MADDALENA. Small reserve stocks are carried in fuel hulk EAGLE and black tankers.

(ii) Bulk O.S. Acid for smoke flotilla is at AJACCIO and NAPLES.

VI. AMMUNITION.

(i) Stocks. British ammunition of all main types, 6 inch and below is available in the Central Mediterranean at NAPLES, MALTA and TARANTO.

(ii) Reports of Expenditure. British ships are to report expenditure of ammunition in accordance with C.A.F.O. 896/44, repeating signals to COMMANDER-IN-CHIEF, MEDITERRANEAN in addition to repeating ammunition expenditure as may be laid down by the NAVAL COMMANDER WESTERN TASK FORCE for all Allied ships.

VII. CASUALTIES.

Casualty reports concerning H.M. war vessels and merchant ships are to be made in accordance with MEDITERRANEAN STANDING ORDER No. 436.

VIII. SURVIVORS.

Attention is drawn to MEDITERRANEAN STANDING ORDER NO. 435.

IX. RECOMMENDATIONS FOR BRITISH HONOURS and AWARDS.

Recommendations for British decorations are to be forwarded through Administrative Authorities direct to COMMANDER-IN-CHIEF, MEDITERRANEAN.

Allied Forces. Mediterranean Theater.
" Western Task Force.

File No.
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Serial: 00987

WESTERN NAVAL TASK FORCE
U.S.S. CATOCTIN, Flagship

NAPLES, ITALY
24 July, 1944; 0400

OPERATION PLAN
No. 4-44

TASK ORGANIZATION

- (a) 80 CONTROL FORCE
- 80.1 Force Flagship, Commander Comp, U.S.N.
CATOCTIN (FF) 1 AGC
PLUNKETT (Relief FF) 1 DD
*min Div Twenty One, PHEASANT (F) RAVEN, AUK, BROADBILL,
NUTHATCH, STAFF SWIFT, THREAT.*
- 80.2 U.S.N. Liaison, Beach Control Group, Captain Dodds, U.S.N.R.
Beach Battalions One, Four, Eight.
- 80.3 Petroleum Group, Commander Violet, U.S.N.R.
U.S. Navy Petroleum Division One.
- 80.4 Special Operations Group, Captain Johnson, U.S.N.
ENDICOTT 1 DD
APHIS, SCARAB 2 PG
ANTWERP, ~~ULSTER QUEEN~~ STUART PRINCE 2 FDS
ASRC P-403 (Br) 1 ASRC
ASRC (US) 12 ASRC
PTs 8 PT
24th ML Flotilla (plus ML 576)
ML ~~308, 337, 340~~ 451, 456, 461, 478, 576 8 ML
299 581
- 80.5 Screening Group, Lieutenant Commander Barnes, U.S.N.
MTBrons 15, 22, 29 (less 24 assigned other groups) 18 PT
- 80.6 Anti-Submarine and Convoy Control Group, Captain Clay, U.S.N.
DesRon Seven
DesDiv Thirteen (less PLUNKETT, MAYO, GLEAVES
plus JOUETT)
JOUETT (F), BENSON, NIBLACK 3 DD
DesDiv Fourteen
MADISON (F), HILARY P. JONES, C. F. HUGHES 3 DD
DesRon Eighteen
DesDiv Thirty-five
FRANKFORD (F), CARMICK, DOYLE, McCOOK 4 DD
DesDiv Thirty-six
BALDWIN (F), HARDING, SATTERLEE, THOMPSON 4 DD
Fifth DesFlot
ALDENHAM (F), BEAUFORT, BELVOIR, WHADDON,
BLACKMORE, EGGESFORD, LAUDERDALE,
PINDOS 8 DD
Eighteenth DesFlot
FARNDAL (F), ATHERSTONE, BRECON, CALPE,
CATTERICK, CLEVELAND, HAYDON 7 DD

BIGON

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OPERATION PLAN

No. 4-44

Fifty-ninth DesFlot
BICESTER (F), LIDDESDALE, OAKLEY, ZETLAND,
CRETE, THEMISTOCLES 6 DD
CortDiv Forty-seven (plus F.C.DAVIS and H.C.JONES)
TATUM (F), HAINES, RUNELS, HOLLIS, MARSH,
CURRIER, F.C.DAVIS, H.C.JONES 8 DE
French Destroyers
Third Division Torpilleurs
FORTUNE (F), FORBIN 2 DD
Sixth Division Torpilleurs
~~Avact~~ ~~ATROMBE~~ (F), SIMOUN, TEMPETE, L'ALCYON 4 DD
French Escorts
Second Division Escorteurs
MOROCAIN (F), TUNISIEN 2 DE
Fifth Division Escorteurs
HOVA (F), ALGERIEN, SOMALI 3 DE
French Sloops
Tenth Division Avisos (less COMMANDANT DUBOC plus
KILMARNOCK)
COMMANDANT DOMINE (F), LA MOQUEUSE,
~~KILMARNOCK~~ ~~COLUMBINE~~ (British Covettes) 3 sloops
Sixth Division Avisos
COMMANDANT BORY (F), LA GRACIEUSE,
COMMANDANT DELAGE, LA BOUDEUSE 4 sloops
29th ML Flotilla
ML - 273, 336, 458, 463, 469, 471 6 ML
MinRon Eleven
IMPLICIT, INCESSANT, INCREDIBLE, MAINSTAY,
PINNACLE, IMPROVE 6 AM
YMS 17, 164, 179, 250, 359, 373 6 YMS

80.7 Train, Captain Pike, U.S.N.

VULCAN, DELTA 2 AR
DENEbola 1 AD
PLEIADES 1 AKS
NITRO, MOUNT BAKER 2 AE
CHEMUNG, WINOOSKI, COWANESQUE, CHIWAWA, VAR,
ELISE, ELORN, LE MEKONG 8 AO
CELEROL, ALEXANDER ANDRE, EMPIRE GAWAIN,
SPINDLE TOP, COTTON VALLEY 5 YO
NASPRITE, EMPIRE LASS, EMPIRE FAY, EMPIRE DAMSEL 4 YOG
EMPIRE HARP, EMPIRE FAWN, MYRIEL, PO 4 YW
AMSTEL, CARA 2 AC
ACHELOUS 1 ARL
2 Br. LSE or 2 US ARL (total 2), if assigned
EMPIRE SPINNEY, EMPIRE GAT, PROCRIS, FENDRIS,
QUERCY 5 ASIS
BARFLEUR (Fr.) 1 AE

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Commodore Mervin is Lt Col Fetzger

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OPERATION PLAN

No. 4/44

80.8 U.S. Naval Liaison French Ports, Commodore Doughty, U.S.N.(Ret)

80.9 U.S. Naval Detachments, AJACCIO, CALVI - ILE ROUSSE

Captain Erskine, U.S.N.(Ret)

YMS 271 (Fr.)

1 YMS

YTL 160, 161

2 YTL

YW-120 (non self-propelled)

1 YW

Chasseurs 90, 95

2 SC

(b) 84 ALPHA Attack Force, Rear Admiral Lowry, U.S.N.

DUANE (F)

1 AGC

~~STUART PRINCE~~ ULSTER QUEEN

1 FDS

Assault Ships and Craft

TransDiv One

HENRICO (F), SAMUEL CHASE, ANNE ARUNDEL,

2 APA

THURSTON, OBERON, ANDROMEDA

2 XAP

DERBYSHIRE, DUNERA

2 AKA

PARKER

2 LSI(L)

1 AP

22 LST (including two two-davit pontoon carriers, one of which, LST 906, is fitted with flight deck)

22 LST

LST 32 (carrying GCI and pontoon causeway)

1 LST

47 LCI(L) (including three fitted for salvage and fire fighting)

47 LCI(L)

17 LCT(3)(4)

17 LCT

22 LCT(5)(6) (including two fitted for salvage)

22 LCT

Br. LCT(1)9 (smoke tender)

1 LCT

Br. LCT(2)(E) 160 (with Br. LCRU embarked)

1 LCT

Br. LCT(2) 135 (balloon tender)

1 LCT

Br. Fleet Tender 30 (balloon tender)

EMPIRE ELAINE

1 LSC

HIGHWAY (loaded approximately as indicated in Section XI, Logistic Plan, Annex E)

1 LSD

LCF 4, 8

2 LCF

LCG 4, 8

2 LCG

10 LCT(R)

10 LCT(R)

Escort Sweeper Group

PC 557, 591, 626, 1140, 1168, 1169, 1173, 1174, 1226, 1227

10 PC

SC 524, 526, 651, 666, 690, 693, 695, 1029

8 SC

PIONEER, SEER, PREVAIL, DEXTROUS

4 AM

13 M/S Flotilla: ROTHESAY (SO), BUDE, BRIXHAM, POLRUAN, RHYL, STORNOWAY

6 M/S

NEBB, BOREALIS (Dan Layers)

SC 498, 535, 655, 770, 978, 979 (shallow sweeps)

6 SC

YMS 13, 18, 20, 21, 27, 34, 64, 82, 199, 355

10 YMS

BARRICADE

1 ACM

Auxiliary Group

YTL 165

1 YTL

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French U.S. Navy

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OPERATION PLAN
No. 4-44

HOPI	1 ATF
ATR-1	1 ATR
ATA-170	1 ATA
EVEA	1 YTB
EMPIRE SPITFIRE, EMPIRE ANNE	2 ATR
BARHOLM (boom vessel)	
YF-445	1 YF
MFV 47, 68	2 MFV
<u>Gunfire Support Group</u>	
RAMILLIES	1 BB
QUINCY (2 VOS)	1 CA
ORION (F), AURORA, AJAX, BLACK PRINCE, GLOIRE	5 CL
DesDiv Twenty-one	4 DD
LIVERMORE (F), EBERLE, KEARNEY, ERICSSON	2 DD
TERPSICHORE, TERMAGANT	

3rd UNITED STATES Infantry Division (reinforced)

(c) 85 DELTA Attack Force, Rear Admiral Rodgers, U.S.N.

BISCAYNE (F)	1 AGC
LSF-13	1 LSF
<u>Assault Ships and Craft</u>	
TransDiv Five	
ELIZABETH C. STANTON (F), BARNETT, JOSEPH T.	2 APA
DICKMAN, LYON, ARCTURUS, PROCYON	2 AP
	2 AKA
DILWARA	1 LSI(L)
ASCANIA	1 LSP
MARINE ROBIN, SANTA ROSA	2 AP
22 LST (including seven two-davit pontoon carriers, one of which, LST 526, is fitted with flight deck)	22 LST
LST 140 (carrying GCI and pontoon causeway)	1 LST
38 LCI(L) (including three fitted for salvage and fire fighting)	38 LCI(L)
18 LCT(3)(4)	18 LCT
21 LCT(5)(6) (including one fitted for salvage)	21 LCT
Br. LCT(1)17 (smoke tender)	1 LCT
Br. LCT(2)(E) 170 (with Br. LCRU embarked)	1 LCT
Br. LCT(2) 164 (balloon tender)	1 LCT
Br. Fleet Tender 6 (balloon tender)	
ENNERDALE	1 LSG
LCF 10, 14	2 LCF
LCG 12, 14	2 LCG
6 LCT(R)	6 LCT(R)
<u>Escort Sweeper Group</u>	
PC 545, 556, 559, 621, 1235, 1593, 1594, 1595, 1596	9 PC
SC 503, 515, 525, 530, 534	5 SC
SWAY, SYMBOL	2 AM
19th M/S Flotilla	
RINALDO (SO), ANTARES, ARCTURUS, BRAVE, SPANKER,	
ROSARIO	6 M/S

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ML ML 555 , 556, 557, 504 566, 568	4 ML
SATSA, CALM (Dan Layers)	
YMS 3, 28, 29, 37, 43, 55, 69, 83, 226, 248	10 YMS
PLANTER	1 ACM
<u>Auxiliary Group</u>	
YTL 186, 196	2 YTL
NARRAGANSETT, PINTO	2 ATF
ASPIRANT	1 ATR
ATA 125	1 ATA
ATHLETE, CHARON	2 ATA
BARFORD BARHILL, BARMOND (boom vessels)	
HEBE II (refrigerator ship)	
MFV 90, 105 , 77	2 MFV
<u>Gunfire Support Group</u>	
TEXAS (F), NEVADA	2 BB
PHILADELPHIA (2 VOS)	1 CL
GEORGES LEYGUES (F), MONTCALM	2 CL
Tenth Division Contre Torpilleurs	
LE FANTASQUE (F), LE MALIN, LE TERRIBLE	3 DL
DesRon Ten	
DesDiv Nineteen	
ELLYSON (F), HAMBLETON, RODMAN, EMMONS,	
MACOMB	5 DD
DesDiv Twenty	
FORREST (F), FITCH, HOBSON	3 DD
45th UNITED STATES Infantry (reinforced)	
(d) 87 <u>CAMEL Attack Force</u> , Rear Admiral Moon, U.S.N. <i>Rear Admiral Lewis, U.S.N.</i>	
BAYFIELD (F)	1 APA
<u>Assault Ships and Craft</u>	
TransDiv Three	
CHARLES CARROLL (F), THOMAS JEFFERSON,	2 APA
DOROTHEA L. DIX, FLORENCE NIGHTINGALE,	2 AP
CEPHEUS, ACHERNAR, BETELGEUSE	3 AKA
WINCHESTER CASTLE, KEREN	2 LSI(L)
GENERAL G. O. SQUIER	1 AP
27 LST (including twelve two-davit pontoon carriers (one of which is fitted with flight deck) one carries Air Force equipment, and four carry French Armored Combat Command)	27 LST
BRUISER, THRUSTER	2 LST
LST 394 (carrying GCI and pontoon causeway)	1 LST
30 LCI(L) (including three fitted for salvage and fire fighting)	30 LCI(L)
17 LCT(3)(4)	17 LCT
21 LCT(5)(6) (including one fitted for salvage)	21 LCT
Br. LCT(1) 4 (smoke tender)	1 LCT

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Br. LCT(2) 169 (balloon tender)	1 LCT
DEWDALE	1 LSG
EASTWAY (loaded approximately as indicated in Section XI, Logistic Plan, Annex E)	1 LSD
LCF 16, 17	2 LCF
LCG 20	1 LCG
14 LCT(R)	14 LCT(R)
<u>Escort Sweeper Group</u>	
PC 542, 546, 551, 625, 627, 1597	6 PC
SC 506, 522, 532, 533, 638, 676, 691, 692, 1030, 1043	10 SC
SPEED, STRIVE, STEADY, SUSTAIN	4 AM
<u>35th Trawler Group</u>	
CROWLIN, AILSA, CRAIG, MEWSTONE, SKOKHOLM	4 M/S
FOULA, HASCOSAY (Dan Layers)	
ML 121, 338, 462, 554, 563, 565	6 ML
YMS 15, 24, 63, 78, 200, 303	6 YMS
BYMS 2009, 2022, 2026, 2027, 2171, 2172	6 YMS
PRODUCT	1 ACM
YTL 210	1 YTL
<u>Auxiliary Group</u>	
MORENO, ARIKARA	2 ATF
ATA 172	1 ATA
MINDFUL, VAGRANT	2 ATA
EDENSHAW	1 YTB
BARDOLF (boom vessel)	
YF 447	1 YF
MFV 129, 132	2 MFV
<u>Gunfire Support Group</u>	
ARKANSAS	1 BB
TUSCALOOSA (F)	1 CA
BROOKLYN (2 VOS), OMAHA (2 VOS)	2 CL
ARGONAUT	1 CL
DUGUAY TROUIN, EMILE BERTIN	2 CL
DesRon Sixteen (less LAUB)	
DesDiv Thirty-one	
PARKER (F), KENDRICK, MACKENZIE, McLANAHAN	4 DD
DesDiv Thirty-two	
BOYLE (F), CHAMPLIN, NIELDS, ORDRONAU	4 DD
DesDiv Twenty-five	
WOOLSEY (F), LUDLOW, EDISON	3 DD
36th UNITED STATES Infantry (reinforced)	
French Army Units, as assigned	

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- (e) 86 SUPPORT FORCE, Rear Admiral Davidson, U.S.N.
Gunfire Support Group
AUGUSTA (F) 1 CA
LORRAINE 1 BB
DIDO 1 CL
SOMERS, GLEAVES 2 DD
LOOKOUT 1 DD
Gunfire Support Reserves
CINCINNATI, MARBLEHEAD, ^{OMAHA} JEANNE D'ARC, SIRIUS 4 CL
Gunfire Support Group Units released from other forces
SITKA Assault Ships and Craft
PRINCESS BEATRIX, PRINCE HENRY, PRINCE DAVID 3 LSI(M)
PRINCE BAUDOUIN, PRINCE ALBERT 2 LSI(S)
TransDiv Thirteen
TATNALL (F), ROPER, BARRY, GREENE, OSMOND
INGRAM 5 APD
PT 16 PT
ASRC 4 ASRC
Escort Sweeper Group
5th M/S Flotilla: LARNE (SO), CLINTON, OCTAVIA, STORM-
CLOUD, WELFARE 5 M/S
ML 559, 560, 562, 567 4 ML
KINTYRE (Dan Layer)
HACKBERRY, PEPPERWOOD 2 AN
(Additional sweepers for subsequent operations as assigned
by Commander Western Naval Task Force)

UNITED STATES Army and French Army units as assigned.
- (f) 88 AIRCRAFT CARRIER FORCE, Rear Admiral Troubridge, R.N.
Aircraft Carriers
KHEDIVE, EMPEROR, SEARCHER, PURSUER, ATTACKER,
STALKER, HUNTER 7 CVE
TULAGI (F), KASAAN BAY 2 CVE
Anti-Aircraft Support Force and Escorts
ROYALIST (F), COLOMBO, DELHI, CALEDON 4 AACL
24TH DesFlot (less TERPSICHORE, TERMAGANT plus ~~GAR-~~
~~LAND~~ and NAVARINON)
TROUBRIDGE (D24), TUSCAN, TYRIAN, TEAZER,
TUMULT, TENACIOUS, GARLAND, NAVARINON 8 DD
DesRon Seventeen
DesDiv Thirty-three (less NELSON, GLENNON)
MURPHY, JEFFERS 2 DD
DesDiv Thirty-four
BUTLER (F), GHERARDI, HERNDON, SHUBRICK 4 DD

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1. Information. (1) Information on hostile forces and on characteristics of the Theater of Operations is contained in Information Annex, Annex "A". Additional information, as available, will be separately distributed.
- (2) ANVIL is an amphibious operation employing United States assault troops with large French reinforcing formations supported by naval forces of GREAT BRITAIN, FRANCE, GREECE, POLAND and the UNITED STATES, and the MEDITERRANEAN Allied Air Force. It is designed to assist Operation OVERLORD by exploitation of the RHONE Valley while maximum pressure is being exerted on the enemy in Northern FRANCE, ITALY, and RUSSIA.
- (3) This operation is under the joint command of the following:
- Naval- Commander Western Task Force,
Vice Admiral H. K. Hewitt, U.S. Navy,
Commander EIGHTH Fleet.
 - Army- Commanding General Western Task Force,
Major General A.M. Patch, U.S. Army,
Commanding General Seventh Army.
 - Air - Brigadier General G. P. Saville, U.S.A.A.C.,
Commanding General XII Tactical
Air Command.
- (4) The area of operations of the Western Naval Task Force is bounded:
- (a) On the East by the meridian of ten degrees East.
 - (b) On the South by the parallel of forty-one degrees North.
 - (c) On the Southwest by a line joining the Spanish border to position Latitude forty-one degrees North and Longitude four degrees East.
- (5) The areas of responsibility of Attack Task Force Commanders are as follows: (Use Admiralty Chart of March 4, 1944, F1267, F1268, F1269, F1270).
- (a) TF 87, CAMEL AREA.
Bounded on the Northeast by a line running 310° - 130° true through S477741.
Bounded on the Southwest by a line from U552298 South along the coast line to U549263, then to seaward along a line bearing 120° true; from U552298 inland through U510310, meeting the 36th - 45th Division boundary at the ARGENS RIVER at U497365, then following the division boundary inland along the ARGENS RIVER.
 - (b) TF 85, DELTA AREA.
Bounded on the Northeast by the Southwest limit of CAMEL AREA. Bounded on the Southwest by a line through PTE DE LAY U531173, to seaward bearing 126.5° true, and Westerly therefrom along the coast line to LA FOUX, U448163, then inland along the 3rd - 45th Division boundary which passes South

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of GRIMAUD through U400160, then through U340195.

(c) TF 84, ALPHA AREA.

Bounded on the Northeast by the Southwest boundary of DELTA AREA.

Bounded on the Southwest by a line from Z276955, bearing 318° true inland, and to seaward South along a tangent to the West tip of BAGAU ISLAND to Latitude 43° 04' North, Eastward along this Latitude to Longitude 06° 46.7' East, then South along this meridian.

(d) TF 86, SITKA AREA.

Bounded on the North and East by Latitude 43° 04' North and Longitude 06° 46.7' East.

Bounded on the West by a line from Z276955 tangent to the West tip of BAGAU ISLAND, then seaward along the bearing 220° true.

(6) (a) Paratroops will be dropped in the target area prior to first light on D day. (For Time Schedule see Air Beacon Directive, Annex "R"). Troop carrier aircraft will be routed through a corridor which is:

Five miles on either side of a line joining CAP DELLI VETTI (ELBA), Latitude 42° 52' 20" North, Longitude 10° 25' 30" East, to VIEILLES D' AGAY, Latitude 43° 26' 00" North, Longitude 06° 53' 50" East, and running through position Latitude 43° 02' 50" North, Longitude 09° 24' 50" East, and position Latitude 43° 19' 30" North, Longitude 07° 39' 40" East; and North of a line drawn 3,000 yards off the coast from position Latitude 43° 23' 10" North, Longitude 06° 51' 30" East, paralleling the route as far as position 43° 19' 30" North 07° 39' 40" East.

(b) All troop carrier aircraft will turn right from the dropping zones and reach the sea flying on easterly headings at points North of the corridor but South of CANNES.

(c) All troop carrier aircraft will display amber lights downward. IFF will be used. Aircraft are equipped with VH/F, Very pistol and Aldis lamp

(d) Troop carrier aircraft will fly at an altitude of 2,000 feet in a V formation (9 planes) of V's (3 planes) enroute to the Drop Zones. On return flights the serials may be scattered or dispersed.

(e) All naval and merchant ships in this corridor are prohibited from firing anti-aircraft batteries during troop carrier aircraft operations.

(f) Barrage balloons flying from shipping in the corridor will be close-hauled to 25 feet during airborne operations.

(7) Friendly aircraft participating in the operation will carry no special distinctive markings except troop carrier aircraft which are marked with black and white stripes painted on main-planes and around the fuselage immediately in front of the fin. Absence of such markings on other troop carrier aircraft does not mean they are hostile.

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(18) Night Retirement Areas available for Gunfire Support Groups are enclosed by points as follows:
CAMEL: Point A is CAP D'ANTIBES Latitude 43° 32.8' North, Longitude 7° 8.8' East, Point B is Latitude 43° 16.2' North, Longitude 9° East, Point C is Latitude 44° North, Longitude 9° East. If the Troop Carrier Aircraft lane is not in use by aircraft then CAMEL Retirement Area will also include the area bounded by Point B above and Point D Latitude 43° 8.3' North, Longitude 9° East, Point E Latitude 43° 25' North, Longitude 7° 15.9' East, Point F Latitude 43° 31.7' North, Longitude 7° 15.9' East.
DELTA: Point G is Latitude 43° 14.5' North, Longitude 7° 18.8' East, Point H is Latitude 45° 13.2' North, Longitude 7° 19.3' East, Point I is Latitude 42° 48.2' North, Longitude 8° 24.2' East, Point J is Latitude 43° 00.5' North, Longitude 8° 50.1' East. If the Troop Carrier Aircraft lane is not in use by aircraft, DELTA Retirement Area will also include the area bounded by Point G above, Point J above, Point L Latitude 43° 20.2' North, Longitude 7° 16' East, Point K Latitude 43° 04.5' North, Longitude 8° 53.8' East.
ALPHA: Point M is Latitude 43° 10' North, Longitude 7° 19.2' East, Point N is Latitude 42° 45.8' North Longitude 8° 20' East, Point O Latitude 42° 39' North Longitude 8° 14.6' East, Point P Latitude 43° 02.1' North, Longitude 7° 10' East.
SITKA: Point Q is Latitude 43° 00.3' North Longitude 7° 07.5' East, Point R is Latitude 42° 58' North, Longitude 7° 5' East, Point S is Latitude 42° 26.8' North, Longitude 8° 04.3' East, Point T is Latitude 42° 37.3' North, Longitude 8° 13.4' East.
Attention of SITKA and ALPHA Gunfire Support Groups is directed to Convoy Route No. 11 described in Appendix 5, Annex "H". Attention is also directed to position of beacon and air sea rescue ships, shown in Annex "R".

the ground forces toward TOULON. This land advance will be supported by naval gunfire support forces which will be reassigned as required to meet the exigencies of the tactical situation.

(19) For B-26 Medium Bomber Aircraft attacking beach targets on D day, a special lane has been established. This lane is 5 miles wide centered on line from ORISTANO to center of channel between PORQUEROLLES and PORT CROS. Return to base will be by normal route. After D day this lane may be used by special coordination in advance with Naval Task Force Commander via XII Tactical Air Command Advanced.

(2) That enemy moored mines will be encountered.

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- (8) Beginning on D day Piper Cub and Stinson Sentinel aircraft will operate in the vicinity of the beaches at altitudes below 3,000 feet. These are slow, high-winged, single engine monoplanes having a fixed landing gear and large glassed-in canopy. The observation planes are painted dark olive drab with one or two large letters on the sides of the fuselage forward of the National Insignia. They do not carry IFF. *or with crossed signal flags in red and white.*
- (9) Fighter coverage of the Western Naval Task Force shipping and convoys will be provided by the MEDITERRANEAN Allied Coastal Air Force to cover all movements to within forty miles of the beaches. Cover within forty miles of the beaches will be provided by the Twelfth Tactical Air Command, augmented by carrier-based aircraft of this force. When airfields or strips are developed in the target area (probably D plus three) day and night fighter cover will be provided over beaches and shipping from these airfields.
- (10) The MEDITERRANEAN Area Fighter Operation Grid (MAFOG) is the standard grid in use throughout this theater for radar reporting, and is used in conjunction with the Combined Air Warning Code. (See Air Plan, Annex "F")
- (11) Shipboard anti-aircraft batteries will be strictly controlled in accordance with the rules laid down in the Gunfire Support Plan, Annex "B".
- (12) No friendly submarine forces will be operating in the area of operations of the Western Naval Task Force.
- (13) It is planned that the small ports of ST. RAPHAEL, ST. MAXIME and ST. TROPEZ will be captured on D day. After capture these ports must be exploited to the fullest in order to ensure adequate maintenance of our military forces.
- (14) The LE LAVANDOU beaches will be opened at the earliest moment in support of the advance of the ground forces. A re-assignment of mine sweeping forces will be made at that time to sweep and clear areas for gunfire support ships and maintenance shipping.
- (15) The Seventh Army plan envisages a rapid coastal advance of the ground forces toward TOULON. This land advance will be supported by naval gunfire support forces which will be reassigned as required to meet the exigencies of the tactical situation.
- (16) This force will open the ports of TOULON and MARSEILLES from seaward. These ports will be cleared for operations by the U.S. Navy and U.S. Army and will thereafter be operated by French Port Authority.
- (17) Daily "Cositintreps" will be submitted to NCWTF as outlined in Intelligence Plan, Annex "P".
- Assumptions (1) That the initial landing will take place during daylight, about three hours after first light.
(2) That enemy moored mines will be encountered.

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- (3) That enemy ground mines will not be encountered outside the ten fathom curve.
 - (4) That the enemy will employ various types of air weapons including mines, circling torpedoes, radio controlled bombs, and glider bombs.
 - (5) That enemy submarines based at TOULON will attack this force.
 - (6) That underwater obstacles will be encountered off assault beaches.
 - (7) That strong enemy resistance will be encountered at the beaches.
 - (8) That false beaches will not preclude the landing ships and craft from landing on the true beaches.
 - (9) That the maintenance and build-up of the military forces can be continued over the beaches until adequate ports become available and are rendered usable to meet logistic requirements.
2. This force will
- (1) establish the Seventh UNITED STATES Army firmly ashore in the CAVALAIRE - FREJUS area.
 - (2) support its advance to the westward for the capture of TOULON and MARSEILLES, and
 - (3) be responsible for army build up and maintenance over the beaches until no longer required due to the capture and utilization of ports; in order to assist in the establishment of Allied Forces in Southern FRANCE for the purpose of assisting Operation OVERLORD.
3. (a) (1) CONTROL Force, Force Flagship operate as directed by Naval Commander Western Task Force.
- (2) U.S. Naval Liaison, Beach Control Group assign Beach Battalions in accordance with previous dispatch orders. Discharge the naval responsibilities under the Standard Operating Procedure for over-the-beach supply as stated in Part Two, ANVIL Naval Planning Memorandum number five. Execute Directive to U.S. Naval Liaison, Beach Control Group, Annex "N"
- (3) Petroleum Group establish and operate naval fuel facilities on shore in the assault area. Reconstruct damaged installations and erect increased fuel facilities in the ports of TOULON and MARSEILLES in accordance with the plans developed by Allied Force Headquarters. Provide logistic maintenance in base ports of CORSICA.
- (4) Special Operations Group conduct diversionary operations in Special Operations Group Directive, Annex "L". Establish navigational markers in accordance with Air Beacon Directive, Annex "R". On D plus two day provide two ASRC to Anti-Submarine and Convoy Control Group.

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(5) Screening Group screen the Attack Forces against hostile surface forces approaching from bases northeast of the assault area. Frustrate enemy E-boat raids. Operate in accordance with Screening Group Directive, Annex "M". Establish navigational marker in accordance with Air Beacon Directive, Annex "R". Maintain daily Blood Bank Shuttle between CALVI and DELTA Attack Force beaches beginning on D plus one day to extend to D plus ten day unless otherwise directed. Make deliveries to beaches in other attack areas if so directed by Beachmaster at DELTA beaches.

Maintain boat pool at forward base. On D day make available to CTF 84 sufficient PTs to maintain night screens. Base forward on BAIE DE BRIANDE, PORT CROS, ST. TROPEZ GULF.

(6) Anti-Submarine and Convoy Control Group escort convoys to assault area. Establish and maintain protective screen for the defense of shipping in the beach assault areas against submarine and E-boat or other surface attack. Provide jammer protection to important units. Provide relief Destroyers to Fire Support Groups as required by Attack Force Commanders. Assign destroyers for diversionary and other special tasks, as required. Conduct return Convoy Control, organizing convoys and escorts in general conformity with Convoy Plan, Annex "H". Give particular attention to movements of special-use LSTs, and shuttles. Maintain positive communications with U.S. Naval Liaison, Beach Control Group, to ensure receipt of timely information of required diversion of incoming convoys to newly-opened beaches. Base on BAIE DE BRIANDE, BAIE DE BON-PORTE.

(7) Train render logistic support to all Task Forces as required. Base on ~~MERS~~ EL KEBIR, ORAN, ALGIERS, BIZERTA, CAGLIARI, PALERMO, NAPLES, MADDALENA, PROPRIANO, AJACCIO, or as directed.

(8) U.S. Naval Liaison, French Ports establish Port Parties in major ports in accordance with Directive to U.S. Naval Liaison French Ports, Annex "O".

(9) U.S. Naval Detachments, AJACCIO, CALVI-ILE ROUSSE provide logistic support in accordance with Logistic Plan, Annex "E". Assign anchorages and berths to units of the Western Naval Task Force. Ensure proper loading and timely sailing of convoys in accordance with Convoy Plan, Annex "H", executing the required signals to interested commands in the forward area. Make every effort possible to sail CALVI shuttle LSTs in advance of scheduled cycle. Expedite refitting of seven LSTs to accommodate lift of mules. Complete arrangements for expeditious loading of aircraft aboard three flight deck LSTs. In conjunction with French naval authorities conduct anti-submarine patrols off harbors being used by units of the Western Naval Task Force. Ensure maintenance of swept channels to those harbors.

(b) ALPHA Attack Force (1) Establish the Third UNITED STATES

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(2) Be prepared to land over secure beaches, by D plus one day, the Second French Army, consisting of two preloaded infantry divisions, and one Armored Combat Command; by D plus five day, one-half Infantry Division; by D plus nine day, one-half Infantry Division.

(4) Be prepared on D day to receive and place five pontoon causeways delivered to beach 261 by DELTA Attack Force, and five pontoon causeways delivered to beach 259 by CAMEL Attack Force. When beach 261 is closed, be prepared to move pontoon causeways to newly-opened beaches to westward of beach 259.

(6) Station LST 32 initially in position Latitude forty-three degrees one minute North, Longitude six degrees forty-six minutes East. Station ~~STUART PRINCE~~ initially in position Latitude forty-three degrees six minutes North, Longitude six degrees fifty-four minutes East.

(8) On D day station EMPIRE LASS at BAIE DE BRIANDE for logistic support of Special Operations Group and Screening Group. Be prepared to station YOG at PORT CROS on order of NCWTF.

(10) Direct LCT(R)s, upon completion their assigned task, to proceed at best speed and report CAMEL Attack Force. All LCT(R) are to endeavor complete reload prior to employment in CAMEL Attack Force area on afternoon of D day.

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mediately west thereof, and a rapid advance to secure the beach head line LES MAYONS-LE CANNET DES MAURES-TRANS EN PROVENCE by D plus one. Exploit ST. MAXIME port facilities and open beaches 262, 262A and 263 with all possible speed. Land battalion beach group of reserve RCT over northern end of beach 261 on order after the beach has been cleared by the Third Infantry Division. Operate the northern sector of beach 261 for the landing of vehicles and maintenance stores.

(2) Be prepared to land on order in the ST. TROPEZ area by D plus one day, the Second French Army, consisting of two preloaded infantry divisions and one Armored Combat Command; by D plus five day, one-half Infantry Division; by D plus nine day, one-half Infantry Division. Exploit port facilities of ST. TROPEZ to ensure adequate maintenance of ground forces.

(3) Neutralize or destroy enemy batteries which threaten transports, landing craft or beaches. Conduct bombardment and support military operations in accordance with Gunfire Support Plan, Annex "B" Release gunfire support ships to TF 86 as directed by NCWTF.

(4) Deliver five pontoon causeways on D day to northern half of beach 261 to ensure maintenance of Forty-fifth Infantry Division. When beach 262 is opened, shift to that beach the three pontoon causeways sited on beaches 263 A-B-C.

(5) Move transports and other shipping inshore when shore batteries have been silenced. Make maximum use of LCT in unloading shipping.

(6) Station LST 140 initially in position Latitude forty-three degrees fourteen minutes North, Longitude six degrees fifty-two minutes East. Station LSF 13 initially in position Latitude forty-three degrees fifteen minutes North, Longitude six degrees fifty-six minutes East.

(7) Direct LCT(R)s, upon completion their assigned task, to proceed at best speed and report CAMEL Attack Force. All LCT(R) are to endeavor complete reload prior to employment in CAMEL Attack Force area on afternoon of D day.

(d) CAMEL Attack Force (1) Establish the Thirty-sixth UNITED STATES Infantry Division (reinforced) and one Combat Command of the First French Armored Division on selected beaches in the ST. RAPHAEL-ANTHEOR area. Land at H hour on D day in accordance with plan of attack developed by the Commanding General concerned, which involves the early capture of ST. RAPHAEL and FREJUS, the seizure of LE MUY and airfield sites in the ARGENS VALLEY, and the advance at utmost speed to the beach head line TRANS EN PROVENCE-BAGNOLS EN FORET-THEOULE SUR MER by D plus one. Clear AGAY ROADS with all possible speed. Develop beach 264 A.

(2) Be prepared to land one French Armored Combat Command as soon as beaches are cleared. Exploit port facilities of ST. RAPHAEL to ensure adequate maintenance of ground

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- forces. Expedite unloading and turn-around of Air Force LST shuttle. Lay ship moorings at request of Petroleum Group.
- (3) Neutralize or destroy enemy batteries which threaten transports, landing craft or beaches. Conduct bombardment in accordance with Gunfire Support Plan, Annex "B". Release gunfire support ships to TF 86 as directed by NCWTF. Take special measures to ensure safety of troop carrier aircraft.
- (4) Direct LST carrying Air Force equipment and four LST carrying French Armored Combat Command to deliver pontoon causeways to ALPHA Attack Force at beach 259.
- (5) Move transports and other shipping inshore when shore batteries are silenced. Make maximum use of LCT in unloading shipping.
- (6) Station LST 394 initially in position Latitude Forty-three degrees nineteen minutes thirty seconds North, Longitude six degrees fifty-nine minutes thirty seconds East. Tow pontoon causeway carried by LST 394 to CAMEL beaches after dropping from ship on station. Upon releasing LSTs notify Commander Anti-Submarine and Convoy Control Group (CTG 80.6) of identification number of nine LST(2)s to be employed exclusively in CALVI shuttle. Clear THRUSTER, BRUISER promptly for priority Air Force lift from CALVI.
- (7) Be prepared to receive LCT(R) from ALPHA Attack Force and DELTA Attack Force for employment in assault on beach 264A.
- (e) SUPPORT FORCE (1) Establish during darkness on D minus one/D day the First Special Service Force (SITKA Force) on the islands of LEVANT and PORT CROS. Neutralize all enemy batteries on these islands threatening assault shipping and operational forces.
- (2) During darkness on D minus one/D day establish the French Group de Commandos (ROMEO Force) in the vicinity of CAPE NEGRE, for the purpose of destroying enemy defenses at CAPE NEGRE, blocking the coastal highway in the vicinity of CAPE NEGRE, seizing the high ground two miles north of that cape, and protection of the left flank of the main assault forces. Destroy or neutralize enemy batteries at CAPE NEGRE (if uncaptured) and CAPE BENAT which threaten CAVALAIRE assault.
- (3) As the opportunity permits, release and sail Transdiv Thirteen to AJACCIO for special fast lift of French follow-up elements. Evacuate casualties to combat loaders of ALPHA Attack Force. During daylight on D day release sixteen PTs to CTG 80.5, and four ASRC to Special Operations Group.
- (4) Conduct bombardment and support military operations in SITKA area in accordance with Gunfire Support Plan, Annex "B".
- (5) As directed by NCWTF reassign gunfire support ships to meet special situations.

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- (6) After initial assault phases support the westward advance of the Army as directed by NCWTF. Valuable ships and the limited gunfire available are to be employed only against targets of due importance.
 - (7) Sweeping forces will be assigned as necessary for the westward advance and the clearance of HYERES ROADS.
 - (8) Battleships base on NAPLES, MALTA, ALGIERS, ORAN, Cruisers base on NAPLES, PALERMO, MALTA, AJACCIO, ALGIERS, MERS EL KEBIR.
 - (f) AIRCRAFT CARRIER Force
 - (1) Provide maximum practicable fighter protection and spotting aircraft to assigned attack sectors.
 - (2) Provide close support missions.
 - (3) Provide own protection against enemy air and submarine forces.
 - (4) Be prepared to transfer aircraft to captured airfields.
 - (5) Operate generally in accordance with detailed Air Plan, Annex "F". Operating area is bounded by following positions:
 - (A) Latitude forty-two degrees fifty-four minutes North, Longitude five degrees East,
 - (B) Latitude forty-two degrees fifty-four minutes North, Longitude seven degrees four minutes East,
 - (C) Latitude forty-two degrees thirty-two minutes North, Longitude seven degrees fifty minutes East,
 - (D) Latitude forty-one degrees North, Longitude seven degrees fifty minutes East,
 - (E) Latitude forty-one degrees North, Longitude five degrees East.
 - (6) Carriers base on NAPLES, PALERMO, MALTA, ALGIERS, ORAN. Cruisers, destroyers, base on AJACCIO, CAGLIARI, ALGIERS.
 - (x) (1) This Operation Plan will be placed in effect by dispatch or sealed orders. "Execute Operation Plan No. 4-44"
 - (2) D day and H hour will be transmitted separately.
 - (3) Task Force Commanders sail assault convoys in accordance with Convoy Plan, Annex "H". Subsequent movements in accordance with Departure and Rendezvous Plan, Annex "G".
 - (4) The assault is to be pressed home with relentless force regardless of loss or difficulty.
 - (5) Take every available measure to ensure earliest warning of submarine contacts and vigorous offensive action against these.
 - (6) Major combatant ships retire seaward during darkness at discretion of Attack Force Commanders, operating in area northward of convoy lanes to CORSICA.
 - (7) Employ smoke to fullest extent for defense against aircraft attacks.

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- (8) Maintain alert mine watch and avoid unswept waters.
- (9) Take special precautions to avoid firing on friendly aircraft and to ensure strict compliance with rules governing control of anti-aircraft fire.
- (10) Attack Force Commanders modify initial positions of GCI/LSTs and Fighter Direction ships as required by Controllers to achieve best results, subject to limitations imposed to ensure safety of ships.
- (11) Be prepared to cope with enemy use of gas. Provide impregnated clothing for crews of small craft beaching and all naval personnel landing on hostile shores.
- (12) Unless specifically ordered, poison gas will not be employed by this force.
- (13) Site pontoon causeways expeditiously. (See Logistic Plan, Annex "E", for LSTs designated to carry pontoon causeways).
- (14) Ensure effective boat salvage operations.
- (15) Clear empty shipping, LSTs, and LCI(L)s from assault area promptly and direct to report to Anti-Submarine and Convoy Control Group in BAIE DE BRIANDE-BON PORTE area. Upon completion of assigned tasks on D day, release PCs to Anti-Submarine and Convoy Control Group.
- (16) Report to Attack Force Commander, info Naval Commander Western Task Force, immediately in case of damage by mine, or observation of mines or mine laying, giving position of suspected field. See Minesweeping Plan, Annex "J".
- (17) Take precautions to employ proper and effective recognition signals.
- (18) Take steps to prevent flotsam being thrown overboard in assault area.
- (19) Annexes to this Operation Plan are effective upon receipt.
- (20) Maintain radio and visual silence, including TBS, except as modified by Communication Plan, Annex "C".
- (21) The following documents, in the possession of Commanders of Attack Forces, are in effect:
- (a) MEDITERRANEAN Joint Air Orders.
 - (b) MEDITERRANEAN Convoy Instructions.
 - (c) MEDITERRANEAN Secret General Orders.
 - (d) MEDITERRANEAN Navigational Memoranda.
- (22) Landing ships and craft base on NAPLES, AJACCIO; other ships base on NAPLES, AJACCIO, CAGLIARI, PALERMO, MALTA, ALGIERS, ORAN.
4. Evacuation of wounded in accordance with Medical Plan, Annex "D". Logistic support and evacuation of Prisoners of War in accordance with Logistic Plan, Annex "E".
5. (a) Use Communication Plan, Annex "C".
(b) Use zone BAKER time.

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- (c) Rendezvous Points are listed in Rendezvous and Departure Plan, Annex "G".
- (d) Naval Commander Western Task Force in CATOCTIN with Control Force. Second in Command, Western Naval Task Force, Rear Admiral Davidson, USN, in AUGUSTA with Support Force.
- (e) (1) Unless otherwise directed by the Supreme Allied Commander, MEDITERRANEAN Theater, Command of the Army and Navy Forces of the Western Task Force, after embarkation, will rest in the Naval Commander Western Task Force under the principle of unity of command, until such time as the Commanding General, Seventh U.S. Army, lands and assumes command.
- (2) The naval Attack Force Commanders are similarly in command of all military and naval forces in their respective Attack Forces until the Division Commanding General concerned has landed and assumed command of his unit.
- (3) This command is exercised as prescribed in "Joint Action of the Army and Navy (FTP 155, para 10) - Unity of Command."
- (f) The Short Title of this Plan is "ANOR 1".

H. K. Hewitt

H. K. HEWITT,
Vice Admiral, U.S. Navy,
Naval Commander Western Task Force.

ANNEXES: (to be issued separately)

- A. Information Annex.
- B. Gunfire Support Plan.
- C. Communication Plan.
- D. Medical Plan.
- E. Logistic Plan.
- F. Air Plan.
- G. Departure and Rendezvous Plan.
- H. Convoy Plan.
- J. Minesweeping Plan.
- K. Salvage Plan.
- L. Special Operations Group Directive
- M. Screening Group Directive.
- N. Directive to USN Liaison, Beach Control Group.
- O. Directive to USN Liaison, French Ports.
- P. Intelligence Annex.
- Q. Instructions to Merchant Vessels.
- R. Air Beacon Directive.
- S. Postponement Directive.

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ANNEX "A" TO
NAVAL COMMANDER WESTERN TASK FORCE
OPERATION PLAN NO. 4-44
CHARACTERISTICS OF THEATRE
AND
ENEMY STRENGTH

CONTENTS

- Section I - General Description Terrain and Hydrography.
II - Weather.
III - Enemy Naval Strength.
IV - Ports (Annotated Plans).
V - Enemy Ground Forces.
VI - Enemy Air Forces and Airfields.
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VIII - Landing Beaches.
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I GENERAL DESCRIPTION TERRAIN AND HYDROGRAPHY.


1. The area of this amphibious invasions has been in complete possession of the Germans since November, 1942. Since the armistice between ITALY and the Allies in September, 1943, construction of coastal defences has been intensified. During the past month in spite of preoccupations elsewhere and reported withdrawal of various construction units, the enemy has managed to make perceptible progress, particularly in placing of beach and underwater obstacles, in short intervals between our photo sorties.
2. In general the coast is not favorable for amphibious operations, having inadequate communications in the coastal zone, poor to moderate beaches separated by cliffs and rocky shores as well as being often enfiladed because of the configuration. There is generally high ground close inland which, if not captured quickly after initial landings, will enable the enemy to considerably interfere with maintenance and build up our forces over beaches.
3. Favorable factors to be weighed against the above are the range of the tide so small as to be almost negligible and deep water comparatively near the shore, which restricts the area of enemy mining activity.
4. (Army G-2). The terrain consists of a low mountainous area cut by many ravines extending from the rocky coast to foothills of the Alps. The mountains generally rise directly behind the beaches, but locally, small plains occur in which settlements and cultivation are formed. The drainage is good due to the porous nature and slope of the terrain, and no standing water will be found. Mountains have a semi-arid aspect because of the thin soil, sparse vegetation, high evaporation and underground drainage of surface water. Large areas of barren rock are found here. During the summer months wooded areas are extremely dry and constitute a very dangerous fire hazard.

- Conclusions
- (1) Initially enemy has good observation on all landing beaches.
 - (2) Practically all the roads leading inland from the beaches and Southwest toward TOULON can be blocked by demolitions.
 - (3) Army advance will be extremely canalized due to limited road net and rugged terrain.

5. Hydrography. The following features are extracted from Coast Pilots to which reference is made for additional details with the caution that lights, buoys, signal stations, et cetera, have undoubtedly not been maintained by the enemy as described in the Pilots.

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6. The assault area roughly from RADE D'HYERES to GOLFE DE LA NAPOULE extends over thirty miles, the coast tending irregularly North and Northeast. It is the part of the French Riviera called COTE D'AZUR. In weather it is one of transition from the stormy GULF of LIONS to the generally fine quiet weather between NICE and GENOA.
7. The prevailing wind direction is different in detail according to local peculiarities and according to whether the wind is light, fresh or strong. For example at CAP FERRAT there is a special bias toward easterly winds due to local topography. Close to CAP CAMARET and CAP FERRAT light northerly winds are relatively frequent. Land and sea breezes are prevalent from March to September especially when the weather is clear. The sea-breeze, which is usually the stronger, generally sets in shortly after sunset. The peak velocity is 10 to 20 m.p.h. During the summer months the sea-breeze may be of sufficient strength to render exposed beaches unsuitable for landing from about noon to sunset. Following a period of 2 or 3 hours calm after sunset, the land breeze commences, reaching greatest velocity about day-break. Along the Riviera, where steep slopes approach the coast, the land breeze is reinforced by the mountain breeze and may develop gusts.
8. The tidal range along this stretch of coast is about 6 inches to 1 foot. The sea level generally rises with south-easterly winds, and falls with northwesterly winds. Although no regular study has been made of the coastal currents it has been observed that the mean rate is about one knot; that the strongest currents are off the Western Riviera during a period of prevailing strong northerly winds when the current occasionally reaches 2 knots; that generally when a west-going current is running off capes and headlands there is a weaker east-going current inshore; and that when a south-easterly wind is blowing or beginning in the open, currents in the vicinity of headlands are west going.
9. From CAP NEGRE the coast trends about $4\frac{1}{2}$ miles east-north-eastward to CAP DE CAVALIERE. CAP LARDIER may be identified by the greyish color of its barren rocks. BAIE DE CAVALIERE is sheltered from the Mistral but is untenable during winds from East, through South, to Southeast. The bottom, of mud covered with weed, is good holding ground, provided the vessel does not anchor in too great depths, where the steep slope of the bottom makes the anchor liable to drag. CAP CAMARET terminates in a red point, close eastward of which lies ROCHER DES PORTES, a rocky islet 39 feet high.

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10. Ships approaching the coast eastward of ILES D'HYERES on about the meridian of RADE D'AGAY, about 16 miles north-eastward of CAP CAMARAT will, in clear weather, at first sight a screen of mountains which appear to rejoin northward the snow-clad peaks of the ALPES MARITIMES. Proceeding northward MONT DES MAURES and MONT DE L'ESTEREL, separated by the FREJUS VALLEY, situated about 15 miles northward of CAP CAMARAT, will be discerned in front of the screen of mountains just mentioned. To the westward ILES D'HYERES may be sighted just above the horizon. CAP ROUX, about 18 miles north of CAP CAMARAT, is specially easy to identify because of its elevation (1486 feet), its bare summit, and by its reddish color which is specially noticeable when the sun shines on it.
11. PAMPELONNE BAY is entered between CAP CAMARAT and CAP DU PINET about 2 3/4 miles northward. Its western side is low and consists of a sandy beach bordered by rocks. (Beach 261) It affords shelter from northwesterly winds. The bottom is fine sand but there are patches of weeds in places which improve the holding ground.
12. GOLF DE SAINT TROPEZ is entered between POINTE DE RABIOU and POINTE DE SARDINAUX, about two miles northward. The head of this gulf is a low beach (Beach 262) which is conspicuous. The southern side of the gulf is bordered by a bank which has depths of less than 18 feet over it and extends 1200 yards offshore in places. A similar bank borders the northern side of the gulf. For description of ports of ST. MAXIME and ST. TROPEZ see Section IV, this Annex.
13. BOUGNON BAY (Beaches 263A, B and C) affords shelter from northwesterly winds but the anchorage is not tenable during onshore winds.
14. FREJUS GULF is entered between POINTE DES ISSAIBRES and CAP DRAMONT about 7 miles north-eastward. At the head of this gulf is ST. RAPHAEL BAY. A prominent landmark on the western side of this gulf is MT. ROCQUEERUNE of blackish color, flat topped, and perpendicular on the eastern side. From ST. RAPHAEL south are Beaches 264A and 264, for description see Section VIII this annex and Panoramic Beach Sketches. CAP DRAMONT is a steep red cliff 482 feet high. The current, which usually sets westward along the coast eastward of CAP SICIE forms an eddy current in FREJUS GULF. Along the shores of RADE DE ST. RAPHAEL, a constant current sets northeastward, eastward, and south-eastward setting out of the bay between LES LIONS.

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15. ST. RAPHAEL is open southward but is sheltered from easterly and southeasterly winds, the islets and rocks of POINTE DES LIONS providing shelter from the latter. The bottom is stiff clayey mud in which the anchor embeds itself. For plan of port of ST. RAPHAEL see Section IV, this annex.
16. RADE D'AGAY is entered between CAP DRAMONT and POINTE DE LA BEAUMETTE about a mile north-eastward. This roadstead is sheltered from the mistral, but exposed to southeasterly winds, and a swell sometimes sets in from seaward. Anchorage is over bottom of mud covered with weed affording good holding ground when anchor is bedded in weed.
17. About 2 3/4 miles north-eastward of POINTE DE LA BEAUMETTE is CAP ROUX. CAP ROUX terminates in a low point and is overlooked by a range of hills facing northward. From CAP ROUX the coast trends about 2 miles north-north-eastward to CAP DE L'AIGUILLON. This Cape is 335 feet high and may be identified by its cliffs and well weeded surroundings. From here the coast trends north toward GOLFE DE LA NAPOULE and consists of cliffs forming the foot of a range of reddish hills, which descend sharply to POINTE DE L'AIGUILLE and attain an elevation of 850 feet.
18. For inshore hydrographic details consult Beach descriptions and Panoramic sketches of the Beach areas.

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II. WEATHER INFORMATION.

1. The following information for planning purposes by Force and Group Commanders is contained in ANFM No. 15:
 - (a) Average weather conditions in GULF OF LIONS and LIGURIAN SEA for the months of July, August and September, together with graphic presentation of average wind force and direction in these areas;
 - (b) Light and Dark Periods.
2. Average conditions for the month of August are here recapitulated for ready reference:
 - (a) There is marked variation in the state of weather, and the force and direction of the wind at any one time at localities in the Riviera because of the influence of the rugged terrain in forming eddies and in producing deflection of the gradient wind.
 - (b) Despite the local variation mentioned above, weather in the assault area is, in the average, fine from 83% to 90% of the month of August. Unfavorable weather is usually of very short duration, seldom persisting longer than 12 hours.
 - (c) From chart of average wind directions and forces for the month of August, included in Appendix "B" to ANFM No. 15, it appears that this area experiences few winds above 17 knots. Winds above 17 knots normally occur at ILE DU LEVANT 10% of August, at CAP CAIRAT 10%, and at CAP FERRAT 4%. Gales reported average 3% at ILE DU LEVANT, and less than 1% at CAPE CAIRAT and FERRAT. Winds of above 17 knots only very infrequently persist longer than 12 hours.
 - (d) During periods of settled weather, 80% to 90% of August, the wind direction and force are determined by land and sea breezes. Of the two the sea breeze is usually the stronger, at times attaining a velocity of 14-18 knots for one to two hours in the early part of the afternoon. As in the case of other weather elements these breezes show a marked variation in direction and velocity with locality being easterly in the vicinity of the RADE D'HYERES and south-westerly at NICE. The land breeze is usually within 45 degrees of north-west. Duration of these breezes is not sufficiently long to generate other than choppy seas which will hamper only small boats. The sea breeze veers from 80 to 120 degrees at any one locality between 1100 and sunset.

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- (e) Visibility is usually above 10 miles; but haze, limiting visibility to 5-10 miles, is very frequent during August from 0700 to 1000, with an estimated percent occurrence of 60. Thin fog, or mist, (visibility 1/2 to 2 miles) will occur in the vicinity of the ILE DU LEVANT on forty percent of the mornings from sunrise to 0800.
 - (f) Rainfall averages only one inch for the month in this area. It occurs, usually, in the form of brief showers or thundershowers. There are an average of three such showery days during the month, practically all showers occur after 1400.
 - (g) Smoke laying conditions, being dependent on (1) force of the wind, and (2) stability of the atmosphere, are predominantly good in this month except from 0100 to shortly after sunrise and from noon to 1700.
 - (h) Currents usually have a set to south-west except in the GULF OF FLEJUS where a counter-current is reported, with a mean drift of one knot. If winds of above 15 knots have persisted for 12 hours or more a drift of one knot will result in the direction in which the wind has blown. This wind generated current should be vectorially combined with the mean current mentioned above to obtain the actual drift and set.
- 3.
- (a) Routine weather forecasts for the western Mediterranean north of forty north will be broadcast on the Senior Naval Officers' wave and the NAPLES "Fox" addressed to Task Force and Task Group Commanders, Western Naval Task Force.
 - (b) Commencing on D day, after H hour, these forecasts, plus additional assault area forecasts, will be broadcast by the flagship of the Commander Western Naval Task Force addressed as in (a) above.
 - (c) In the event of casualty to the flagship of the Commander Western Naval Task Force the forecasts of (b) above will be broadcast as in (a).

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III ENEMY NAVAL STRENGTH. Order of Battle as of 24 July 1944.

1.	<u>DD</u>	<u>TB</u>	<u>EV</u>	<u>HAV</u>	<u>MAS</u>	<u>R/S</u>	<u>SUBS</u>	<u>MISC. AUX.</u>
TOULON						1	4/5	1
MARSEILLE		1	3	3				6
ETANG DE BERRE				1				
FORT DE BOUC						1		
LA CIOTAT								1
NICE					1			
CANNES						2		
VILLEFRANCHE					4			
GENOA	1	1	4			2	1	2
SPEZIA		3		1		3		1
UNLOCATED					10	6		14
Total	1	5	7	5	15	15	5/6	25

*Activity noted regarding 2DDs remounting armament at Genoa. May be active soon.
**Sub observed at Spezia and thought newly launched has moved to Genoa.

2. Types of Enemy Craft.

Torpedo Boats (TBs), not to be confused with our PT type are from 260 to 300 feet in length, displace from 650 to 900 tons, have a speed of from 28 to 35 knots, carry from 2 to 4 torpedo tubes, and are armed with 3.9 inch guns and anti-aircraft batteries. There are active one French Pomone class, three Italian War Partenope Class and one Italian Orsa class.

Escort Vessels (EV) are corvettes ranging from 210 to 250 feet, displace from 500 to 600 tons, have a speed of from 20 to 28 knots. There are considered active three French Elan class, one French Arras class, and three Italian 210 feet class. They carry from one to two 3.9 inch guns, anti-aircraft but no torpedo tubes. DG racks and throwers are also carried.

Heavily Armed Vessels (HAV) are converted merchantmen used for escort service. They have speeds ranging from 12 to 18 knots and are armed with dual purpose and A/A guns.

MAS Boats are the Italian PT boats and range in size from 55 to 110 feet. They all carry torpedo tubes. The larger ones - four and the smaller two. Of these the larger type are also used for mine laying and escort work and have a maximum speed of 34 to 39 knots. The smaller type carry a 13.2 mm Breda machine gun and have a maximum speed of 42½ knots.

R-Boats run from 85 to 120 feet, do not carry torpedo tubes and are used chiefly for mine laying. Their speed is 18 knots. They carry two 20 mm guns.

In appearance the R-Boat differs from the S-Boat in that it has no streamlining and its general appearance is that of a heavy duty conventional power craft.

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S-Boats on the other hand sometimes referred to as E-Boats have two torpedo tubes, are armed with a light machine gun forward, a 20 mm aft and two machine guns on the bridge. They have a maximum speed of 35 knots. The old type S-Boat torpedo tubes are evident on deck but on the newer type the tubes are housed. On some of these the cutaway bow reveals the torpedo tube muzzle and on others the muzzles are flush with the bow freeboard.

Submarines are the German 500 ton type. Recently there were nine in TOULON but air raids have put from four to five out of action. It is probable that some or all of them may be fitted with "Schnorkel", a device which allows them to recharge their batteries while still at periscope depth.

Auxiliaries are for the most part A/S vessels and mine layers converted from trawlers, whalers and former yachts.

3. Scale of Effort.

With no major units active the enemy naval forces are capable only of laying mines along the coast and in harbors and using submarines, MAS and S-Boats for hit and run torpedo attacks on convoys in an effort to impede the flow of troops and supplies. In their mine laying operations the main object will be to get the job done without interference and therefore units may be expected to avoid open encounter.

In the case of MAS boats and S-Boats engaged in convoy attacks, it must be remembered that attempts may be made to launch torpedoes from the land as well as the seaward side. When pursued they may retire under cover of smoke screen and then double back and attack their quarry through it. They have been known also, when being chased to drop mines in the path of their pursuers. If they are flushed while minelaying they may hurriedly jettison their mines anywhere.


4. Assault Craft.

The following is a list of assaulting units that may be used by the enemy in an effort to disrupt the landing of troops and supplies:

- (a) The human torpedo is controlled by a pilot in a "Mother" torpedo launched from a beach in the vicinity of the target.
- (b) The midget submarine has not yet been used in the Mediterranean so far as is known. Any threat to shipping would be limited to two or three old Italian C.A. type submarines at present probably being used for training purposes.
- (c) Limpetbees are reported to be in training in North Italian ports. They approach their target by swimming a distance of 2000 to 4000 meters and attaching limpet mines to the bottom of ships. Limpeteers are carried near the vicinity of their targets by means of submarines and surface craft. Recce shows work being done on three

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or four Human Torpedo Carriers indicating their probable use in the near future. They can further approach by means of inflated rubber boats to get within swimming distance of their targets.

(d) The explosive boat is operated by one man who pulls the firing handle, throws himself overboard about 500 yards from the prospective target. The boat explodes and sinks on hitting its target and another explosion takes place under water at the desired depth. This was an Italian specialty and no recent employment has been reported.

5. Weapons.



The various types of torpedoes that may be expected are:

- (a) The conventional straight run impact type.
- (b) Gnat or acoustic type which may possibly be used by S-Boats as well as submarines. (The dangerous speeds for target vessels are between 8 to 20 knots.)
- (c) The Curly type designed for attacking convoys or large concentrations of ships.
- (d) The F.5.B. aerial torpedo with a range of 3300 yards and a speed of 33 knots, usually dropped from a height of 150 feet.
- (e) The F.5.W. which has a greater range than the F.5.B. - a speed of 36 knots, can be dropped from a 300 foot height.
- (f) The LT circling torpedo dropped from a height of 6500 to 13000 feet with parachute attachment, which dissolves or carries away in salt water, and runs for a half hour. Some have a self destroyer when the motor runs down and others assume the function of a mine at the cessation of travel.
- (g) There is known to have been developed a Radio Controlled torpedo which is dropped with a stationary buoy from which a connecting wire is unwound. The buoy has a radio receiver controlled by special transmission from the normal communications transmitter of the controlling aircraft. The aircraft can control three torpedoes but can only drop one. The torpedo is dropped from a height of 250/300 feet and controlled from 13,000 feet or higher, has a range of 2200 yards and is supposed to ensure a kill when directed at the bow of any vessel no matter what avoiding action may be taken by that vessel. The best defensive tactics would be concentration of A/A on the controlling aircraft and destruction of control mechanism in buoy. The Italian experiments with this torpedo employed the SM79. Germans were known to be interested but adaption for German plane types has not been reported.


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6. Mine Types.

- (a) One or more mines on one mooring with snag line firing device.
- (b) Mines to which is attached fragile green glass float by dual conductor antennae. Mine fires on breaking of glass float.
- (c) The oyster or non-contact firing mine was also found in the Channel area. They operate by the reduction of pressure on the sea bed caused by the passage of ships. They are said to be most effective in shallow or confined water. Operating instructions set forth safe speeds for various types ships in waters where this type is suspected.

Mines encountered in the Channel area were moored contact, ground contact - fired by snagline, moored magnetic, ground magnetic, ground acoustic and the oyster type.

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IV. PORTS (Annotated Plans).

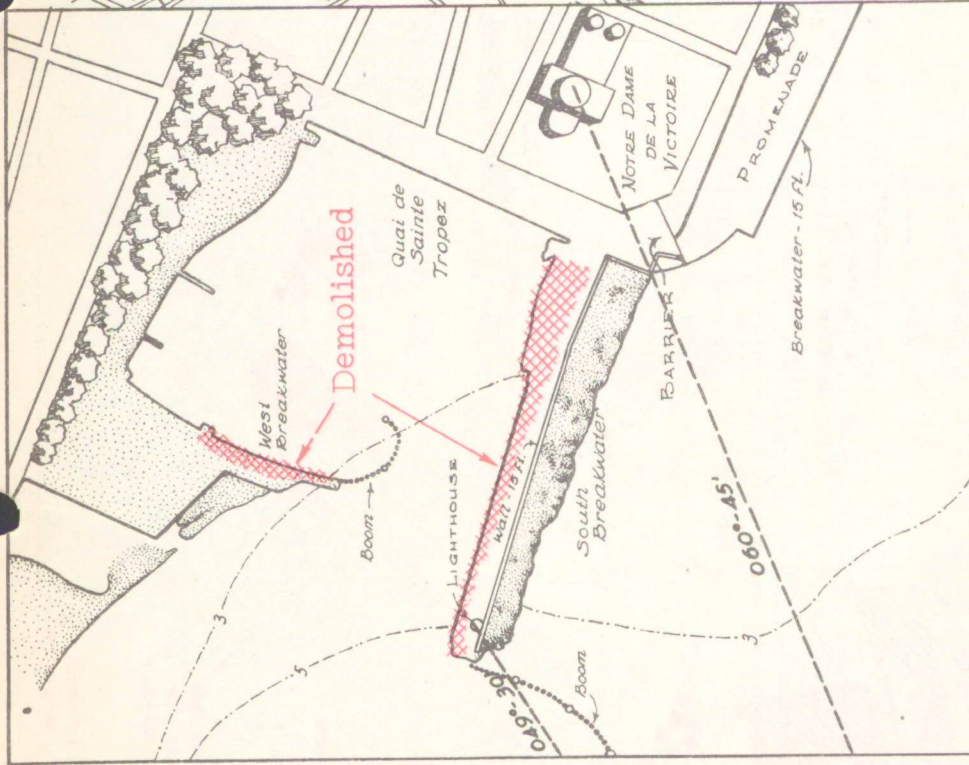
1. The following PORT SKETCHES are prepared from the latest available aerial photographs, supplemented by other intelligence reports. Hydrographic information is taken from the most recent charts. Fathom lines on the sketches are approximate and based on the best information to date.

2. Demolition of Ports is shown to date on the PORT SKETCHES, but the enemy will, in all probability, endeavor to effect further demolitions to deny the use of these ports to our forces. In general, these efforts will be directed primarily to blocking those ports which accommodate Liberty and other large supply ships. The importance of small ports, such as ST. RAPHAEL, ST. TROPEZ, ST. MAXIME, etc., which can be used by LSTs and LCTs to unload supplies, is, therefore, greatly increased.

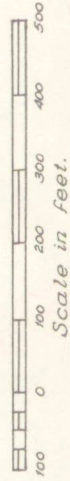
3. Since the capture of the Port of CHERBOURG, it has become apparent that the enemy will employ all available types of sea and land mines to obstruct the approaches to and the shallow water areas of the ports and harbors.

IV-1

ANNEX "A"



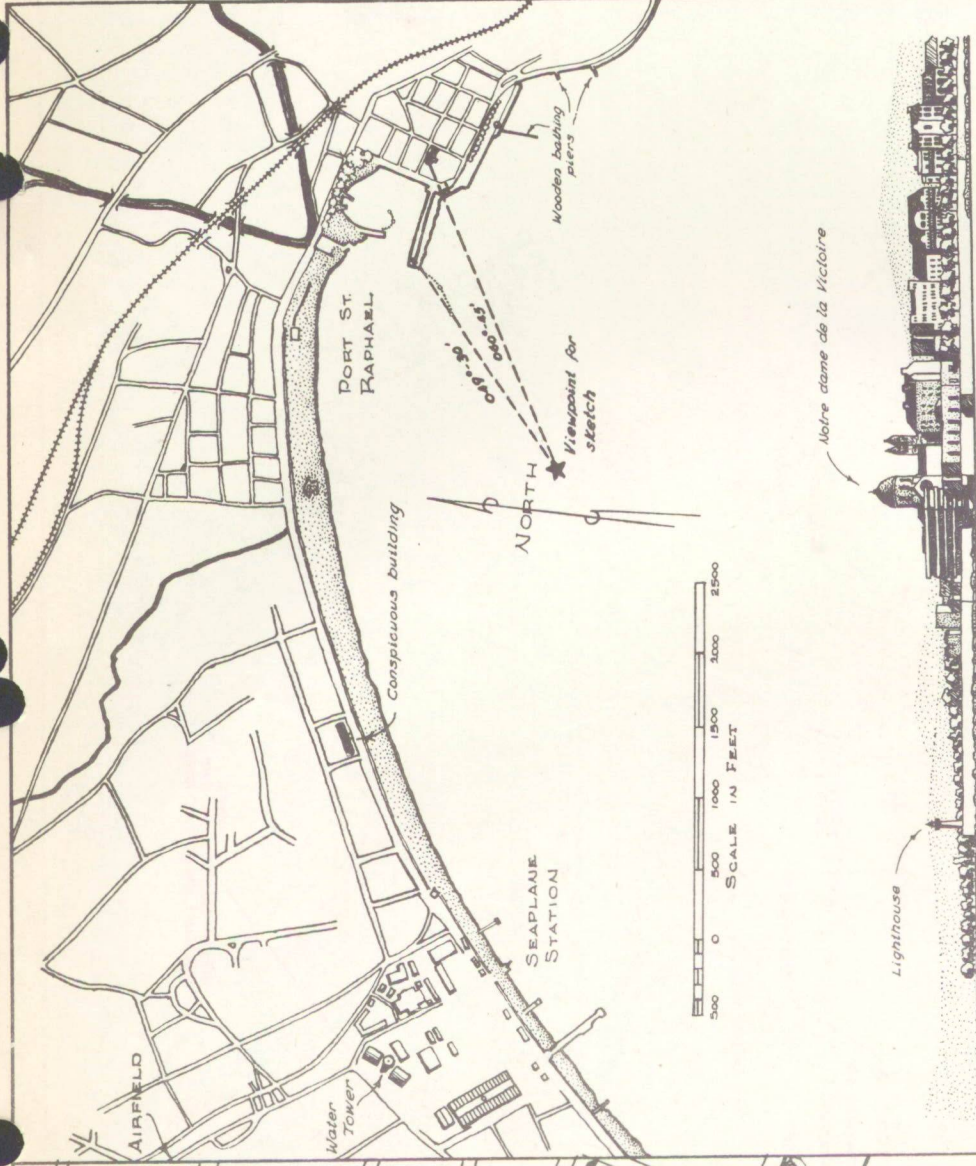
PORT ST. RAPHAEL 43°-25'N: 6°-47'E



With Approximate Fathom Lines.

ALL BEARINGS ARE TRUE.

PREPARED BY N-2 SECTION, COMNAVJAW
FEBRUARY, 1944



PORT SAINT RAPHAEL: FROM 500 YDS. OFFSHORE WITH LIGHTHOUSE BEARING 049°-30' AND DOME OF NOTRE DAME DE LA VICTOIRE BEARING 060°-45'.

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French ULTRA SECRET

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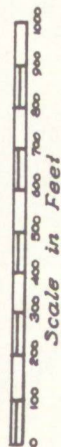
PREPARED BY N-2 SECTION, COMMANDER U. S. EIGHTH FLEET

TORPEDO SHOP, WORK
SHOP, AND ARSENALS —
DAMAGED. QUAI EDGE AT
SOUTH END BROKEN

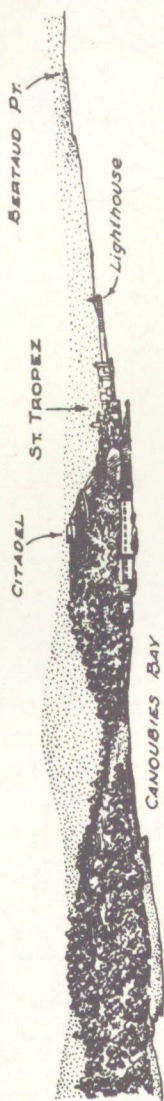
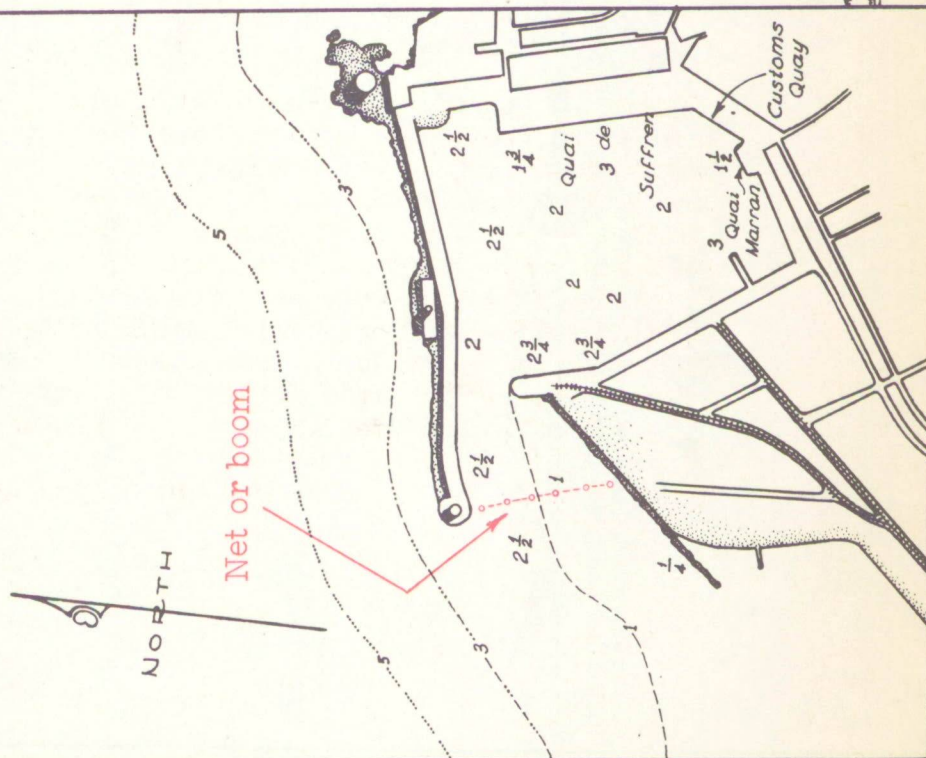
EXTRACTION
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EXTRACTION

EVANICH ULTRA SECRET

PORT ST. TROPEZ 43°-16'N: 6°-38'E

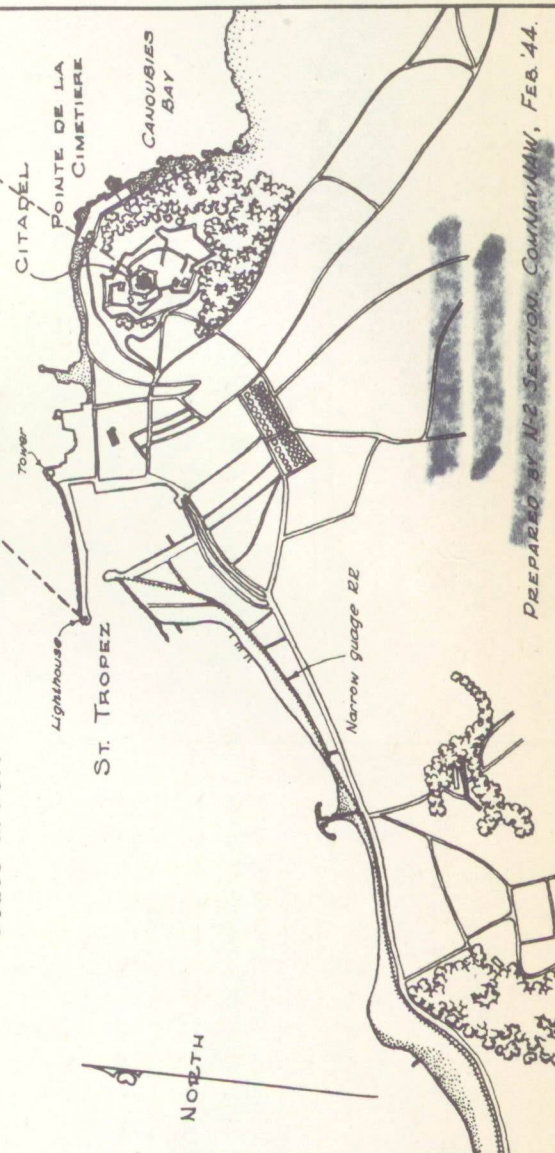


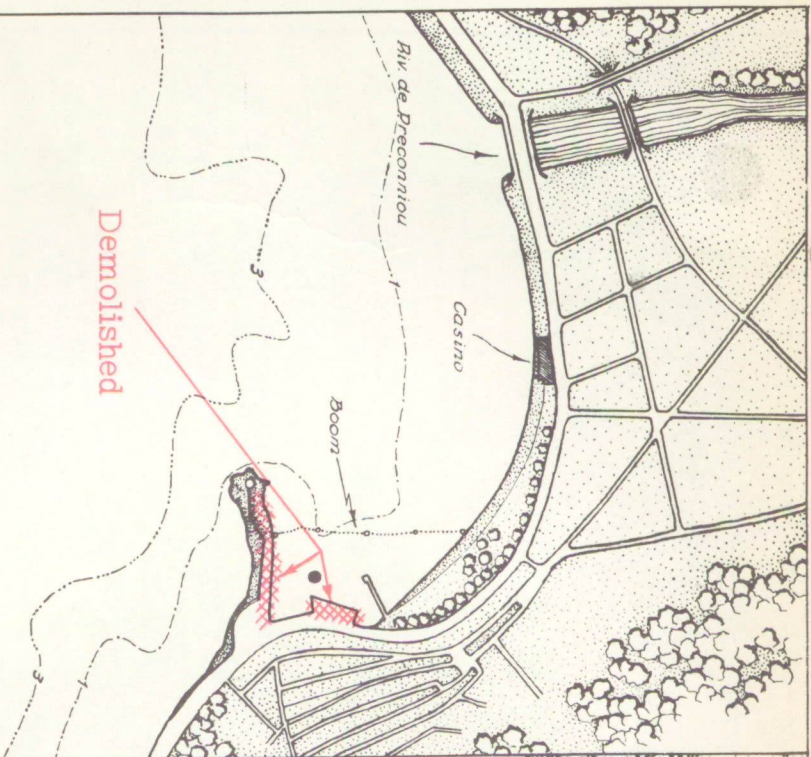
WITH APPROXIMATE DEPTHS IN FATHOMS.
ALL BEARINGS ARE TRUE.



APPROACH TO ST. TROPEZ FROM SEAWARD, ABOUT 4,600 YARDS FROM ROOT OF BREAKWATER, WITH CITADEL BEARING 208°-00' AND LIGHTHOUSE ON HEAD OF BREAKWATER BEARING 217°-00'.

Bearings from viewpoint of above sketch.





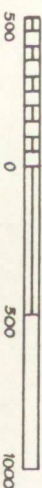
Demolished

THE PORT OF

STE. MAXIME

43°-19'N: 6°-38'E

Scale in Feet:

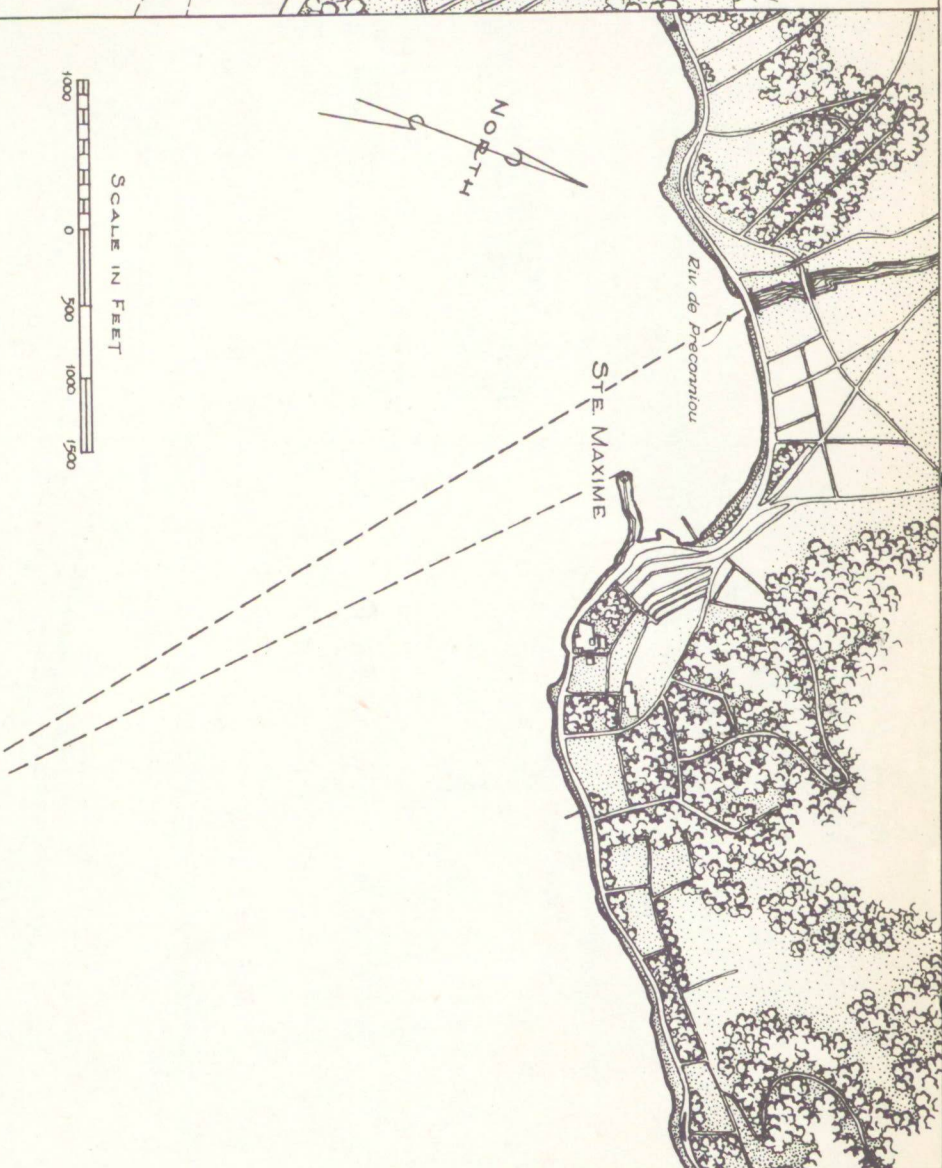


WITH APPROXIMATE FATHOM LINES.
ALL BEARINGS ARE TRUE.

BIGOT - NAVY

TOP SECRET

French Ultra Secret



SCALE IN FEET



Riv de Preconitou

STE. MAXIME

STE. MAXIME: APPROACH FROM SEWARD ABOUT 2000 YARDS FROM ROOT OF
BREAKWATER WITH MOUTH OF RIV DE PRECONITOU BEARING 308°-30' AND HEAD
OF BREAKWATER BEARING 313°-30'.

Viewpoint for
Sketch



File No.

A4-3

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V GROUND FORCES (Collaboration G-2, 7th Army)

1. The enemy ground forces of immediate concern comprises the Nineteenth German Army. As of 28 July this Army was estimated to have seven divisions, not to full strength, at its disposal. In the assault area TOULON-AGAY is the 242 Infantry, which is a three regiment, limited employment division of mostly young Nazis. Division is well up to strength and many units may have subordinate Russian personnel. State of training approximately ten months. Coast defense divisions are reenforced with Coast Defense Artillery, Marine Infantry, and other similar coast defense units. In addition a number of Ost Battalions (non-German infantry battalions of Armenian, Russian, and Indian personnel) have been identified throughout the area.
2. It is estimated that the enemy is initially capable of defending the beachhead with one division, reenforced, meanwhile to assemble an offensive force from those divisions now disposed along the coast, and attempting by counter-attack to destroy the beachhead. It is estimated that by D plus 3, the enemy can have three to four divisions, including one or two Panzer Divisions, available in the area. Failing in the attempt to destroy the beachhead, the enemy may revert to the defensive, and attempt to contain the beachhead, to prevent the capture of TOULON and MARSEILLE. For such a task the enemy could have available five infantry (240, 140, 338, 198, 716) and possibly two armored (9, 11 Panzer) divisions. Considering the difficulties the enemy will encounter in search for replacements for units involved in the initial action, it is expected that the effectiveness of these divisions will not equal seven full strength divisions.

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VI ENEMY AIR FORCES AND AIRFIELDS.

1. Estimate of Possible Forces Available.

(a) Disposition on 25 July 1944.

	<u>S. FRANCE</u>	<u>N. FRANCE</u>	<u>ITALY</u>
Long Range Bombers	175	170	
Ground Attack		20	45
S/E Fighters	25	425	100
T/E Fighters	10	400	
Reconnaissance	30	70	45
Total	240	1085	190

NOTE: The Long Range Bombers based in Southern France are all shipping units, the majority being torpedo bombers, and a small number using radio-controlled weapons.

(b) Possible Reinforcements:

The following reinforcements to the South French theatre could be made available:

Long Range Bombers	50 from North France,
Ground Attack	20 from North France,
S/E Fighters	60, of which 30 each from Italy and Southwest Germany.

(c) Probably Future Disposition in South France:

Long Range Bombers	225 (of which some 70 would probably be committed to operations in Normandy),
Ground Attack	20
S/E Fighters	85 (plus a further 15 from Schools),
T/E Fighters	10
Reconnaissance	30 (plus a further 25 operating from North Italy).
Total	370

2. Serviceability.

Serviceability of Long Range Bombers is likely to be in the neighborhood of 50%, and of other types about 60-65%.

3. Main Airfields.

Long Range Bombers, in the first instance, will be based at VALENCE, SALON, LA JASSE, GARONS, ORANGE/CARITAT, ORANGE/PLAN DE DIEU, MONTPELLIER, TOULOUSE/FRANCAZAL, TOULOUSE/BLAGNAC and BORDEAUX/MERIGNAC. Long Range Bomber reinforcements will probably operate from airfields in the LYONS area such as LYON/BRON, CLERMONT FERRAND, AMBERIEU, BOURGES, AVORD, DIJON/LONGVIC and DOLE TAVAUZ.

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Fighter aircraft will be based at ORANGE/CARITAT and AIX LES MILLES, NIMES/COURBESSAC, MARSEILLES/MERIGNANE with the AVIGNON airfields also being used. Reinforcements of S/E Fighters and Fighter Bombers will probably also operate from these fields.

Reconnaissance aircraft will probably remain based as at present, with Long Range Reconnaissance aircraft at LES CHANOINES; tactical reconnaissance at CUERS/PIERREFEU, and coastal aircraft at Toulon.

4. Estimated Scale of Effort.

	<u>Maximum Effort</u>	<u>Sustained Effort</u>
Long Range Bombers	90 - 100	40 - 45
Ground Attack	25 - 30	10 - 15
S/E Fighters	100 - 125	40 - 50
T/E Fighters	15 - 20	5 - 10
Reconnaissance	20 - 25 and Tac/R	10 - 15

By D / 30 on the Western Front the fighter force, with an I.E. of 600, had sunk in strength to 425 aircraft. Similarly any maximum effort put out - in the order of 500 sorties per day - fell in the course of a day or two to only 300. It is believed that a similar rate of fall will prevail during "ANVIL", and will probably be further affected by the fact that the vast majority of S/E fighter replacement will go to the units in Northwest France.

5. Tactics.

Offensive operations on the part of the enemy are likely to be restricted to night mining and torpedo attacks, with possible dawn or dusk radio-controlled bomb operations. The Ground Attack aircraft will probably operate mainly by night against the beachhead. The low state of crew training will, it is believed, result in an "ineffective sortie" figure of some 50%.

Over a period of weeks activity is likely to be varied, frequently being negligible or non-existent, and occasionally increasing to about 90 sorties in 24 hours.

Due to the poor state of bomber crew training, it is not anticipated that a large proportion of enemy sorties, particularly in the case of anti-shipping, will be effective.

S/E fighters will probably be used, exclusively, for local defense, and it is most questionable whether the enemy will risk employing them on escort missions or close support.

6. Types of Enemy Aircraft that may be encountered.

Long Range Bombers: # Ju88, He111, He177, Do217, FW200,
Ju188, He274, Me410, Ju288.

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6. Types of Enemy Aircraft that may be encountered. (Cont'd)

Torpedo Bombers:*	Ju88, He111, He115, Do217, FW200, He177, He138, SM79, SM81, SM84.
S/E Fighters:	FW190, Me109, Mc202, Mc205, G50, G55, Re2000, Re2001.
T/E Fighters:	Me110, Me410, Me210, He219, Ju88.
Fighter Bombers:	FW190, Me109.
Dive Bombers:	Ju87.
Long Range Recce:	Ju88, Ju188, Ju86, Ju290.
Tactical Recce:	FW190, Me109, Me110, Fi156, FW58, FW189, Hs126.
Coastal aircraft:	Arl96, Bv222, Bv138, Cant Z506, Cant Z1007, Latecoere 298, Brigue Bizerte, RS14.

The combination of an Me109 mounted on a Ju88 may be encountered. The Me109 acts as the guide aircraft and as the target is approached the Me109 releases the Ju88 which proceeds to the target. The nose of the Ju88 contains an explosive which detonates upon contact with the target.

* It is possible that the Me109, the FW190 and the Me410 might be fitted to carry a torpedo although none have been so observed in operation.

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VII. ENEMY COAST DEFENSES

1. Introduction

The south coast of FRANCE from CAP BENAT to AGAY Road is heavily defended with a great variety of weapons. In general the terrain behind the beaches is admirably suited to the establishment of observation posts and the placing of batteries so that they will be protected from Naval Gunfire.

The enemy beach defense pattern seems to have a threefold purpose: (1) to guard the sea approaches to the beaches by placing medium and heavy coast defense batteries at strategic points such as LEVANT ISLAND, CAP CAMARAT, CAP ST. TROPEZ, PTE. ISSAMBRE, and the North shore of the GULF OF FREJUS; (2) to reinforce the immediate beach defenses and prevent movement inland once the landings have been made by placing light CD, field batteries, and strong points on the flanks and floors of the valleys extending inland from the beaches at CAVALAIRE BAY and the GULFS OF ST. TROPEZ and FREJUS; and (3) to enfilade the beaches with cross fire by siting light CD batteries, pillboxes and casemates on promontories at the ends of the beach.

In general the beaches are defended with small and large caliber guns in weapon pits, pillboxes and casemates, and are obstructed with devices designed to retard inland movement. Underwater obstacles and reported minefields protect the sea approaches and many of the small bays, inlets and harbors are closed with nets or booms.

Since the first of February there has been an expected build up and changes in the defense pattern. Many of the CD batteries formerly had been manned by Italians and were unoccupied. Some of the positions are still unoccupied but many of them are believed to be alternate positions for other CD batteries. Numerous dummy positions have been seen. The casemating of batteries was first begun west of the assault area near MARSEILLES and SETE but the work has progressed rapidly and 5 or 6 casemated batteries have appeared in or near the assault area recently. Similarly, underwater obstacles were first placed off the beaches both west and east of the target area, but at this writing concrete pyramids and stakes or jettied rails have now been placed off four of the assault beaches and it is expected that they will soon appear on others. Defense activity in the assault area has increased rapidly in the past three weeks.

2. Enemy Capabilities

On the basis of information to date in the ANVIL assault area, and considering the reports of actual conditions experienced in the NORMANDY beachhead during and after the assault phase, the following conditions may be expected to be encountered in the ANVIL area:

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- (a) Coast Defense Batteries may be concealed in the vertical faces of cliffs and not visible on vertical aerial photographs.
- (b) It is likely that mobile batteries may be hidden in dense wooded areas and moved into prepared positions which are unoccupied at present.
- (c) In view of the evacuation of civilians from the immediate shoreline along the coast, it is highly probable that buildings remaining on or just off the beaches are fortified. It is known that pillboxes and small casemates have been camouflaged by constructing them in houses or by false frames of houses around them. Large casemates (Regelbau type 677), when positioned directly on beaches, have effectively been camouflaged with earth fill and shrub or trees.
- (d) Flamethrowers have been reported and may be encountered as shown on Collation Maps. It is possible that flamethrowers may be found on assault beaches, as well as piping to provide burning oil on water surface.
- (e) Landmines - All beaches are reported to be mined (anti-personnel and anti-tank Tellermines). The terrain inland of the beaches is reported to be heavily mined. See Collation Maps for location.
- (f) Booby-Traps - Considering the period of occupation of the MEDITERRANEAN COAST of FRANCE by the enemy, and appreciating the detailed efficiency in the employment of Booby-Traps by the enemy, it is likely that the small ports, towns, and villages in and off the assault area will be heavily Booby-Trapped.
- (g) Chemical Warfare and Gas are within enemy capabilities, but all factors of the situation weigh heavily against the probability of the enemy initiating chemical warfare.
- (h) Additional "Secret Weapons" may be encountered off or on the beaches in view of German current pronouncements and policy. Among those about which reports have been received are:
 - (1) Remote controlled torpedoes, explosive motor-boats, "Goliaths", etc.;
 - (2) New types of shallow water mines with influence fuzes, such as "Oyster";
 - (3) New types of obstructions underwater and on the beaches;
 - (4) Long Range Rockets.

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3. Graphic Documents

A. Coast Defense Battery Maps

The list of batteries on the separately distributed Coast Defense Battery Maps is the result of a careful study of all CD, DP, and Field Batteries of 75 mm or greater between CAP CROISSETTE and NICE reported by ground sources and/or seen on aerial photographs. It was necessary to extend the study westward from the assault area because of the subsequent movement in that direction toward the port of MARSEILLES. Single guns were not included in the study because they will appear on the minor beach defense diagrams and on the collation maps. The calibers and fields of fire are those reported or calculated from aerial photographs. The terms light, medium, and heavy as applied to the battery sizes are as follows:

Light --- 75 mm (3") to 120 mm (4.7") inclusive
Medium -- 120 mm to 205 mm (8") inclusive
Heavy --- Over 205 mm.

Target numbers are the coordinated Army, Navy, and Air numbers and the coordinates are taken from the eight place coordinates of the 7th Army Artillery Section reduced to six digits.

No attempt was made to break down the batteries into groups which could or could not bear on the assault area. The nature of the terrain is such that it is impossible from photographic interpretation alone to decide with any degree of accuracy whether certain batteries could or could not fire on the area.

The total area was divided into two sections. Sheet 3 covers the Eastern section which includes the assault area and several thousand yards on each side of it. Sheet 2 covers the western section or follow up area with enough overlap onto sheet 3 so that it should never be necessary to use more than one sheet at a time. Sheet 1 originally covered an area considerably to the westward and will not be issued at this time. Each sheet is complete in itself.

B. Battery photo-diagrams

The batteries in the assault area were too numerous to issue annotated photo-diagrams of each. Only the four largest and most important CD batteries (on I DU IE VANT, CAP ST. TROPEZ, PTE ISSAMBRE, and the North shore of the GULF OF FREJUS) are included. These photo-diagrams give detailed information concerning the location, type, number of guns, size, field of fire, type of emplacement, and height of the battery above sea level.

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C. Minor Defense Photo-Diagrams of pattern of beach defenses

Selected aerial photographs of four of the major assault beaches have been annotated to show the overall pattern of the minor defenses on the respective beaches. The detailed location of each defensive position is found on the Collation Maps, The Panoramic Beach Sketches, and the Annotated Mosaics, all issued separately. The diagrammatic annotated photographs point out the nature and planned lay-out of the defenses.

Photo-Diagrams of examples of various enemy minor defense installations

Annotated low altitude oblique aerial photographs are included to show the various types of underwater obstacles observed to date in position offshore and on the actual assault beaches. Photographs have been included showing the same types of obstacles in the CAPE BEAR-CAPE LEUCATE area as are observed on the assault beaches in order to give a clear picture of the details and method of laying such obstacles.

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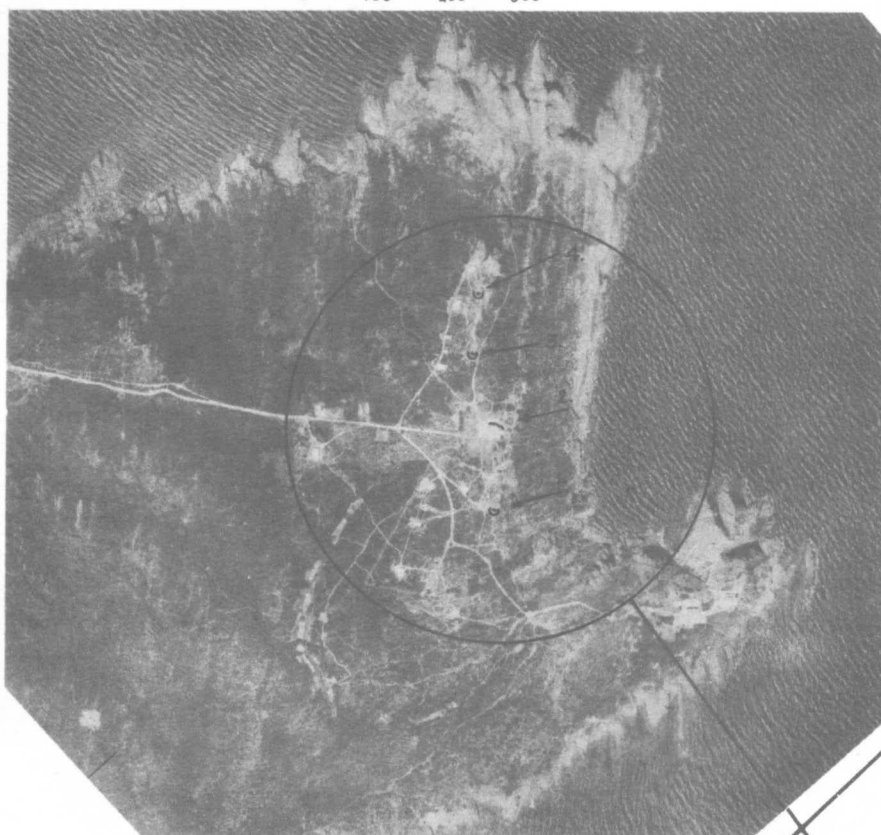
French ULTRA SECRET

MAJOR DEFENSES CD BATTERIES

Levant Island

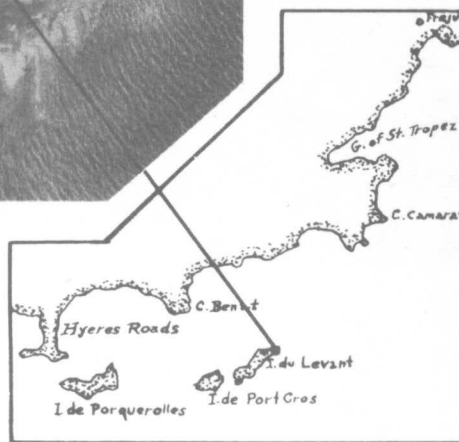
Z-396918 Target No. M-20, 26, 27

APPROX. SCALE - YDS.
0 100 200 300



KEY

1. One 164 mm. CD gun in turret
2. Conspicuous lighthouse
3. One 164 mm. CD gun in turret
4. One 164 mm. CD gun in turret



LOCATION MAP

Target No.
M-20, 26, 27

Coordinate
Z-396918

Location
Levant I.

DESCRIPTION

Three gun CD battery (reported as 164 mm., range 19,600 yds.). Battery has undergone considerable change since February 1, 1944. Formerly, four gun battery but all four guns were removed prior to April 15th. and 3 new guns were placed by May 4th. Possibility that these are dummy guns. Guns in turrets or shields behind concrete revetments. Battery faces E. Field of fire at least 270° (310° to 220°). Guns sited 75-210 yds. apart (1 gun at Z-396917 and 2 guns at Z-395920). Height above sea level: 105 yds.

BIGOT - ANVIL

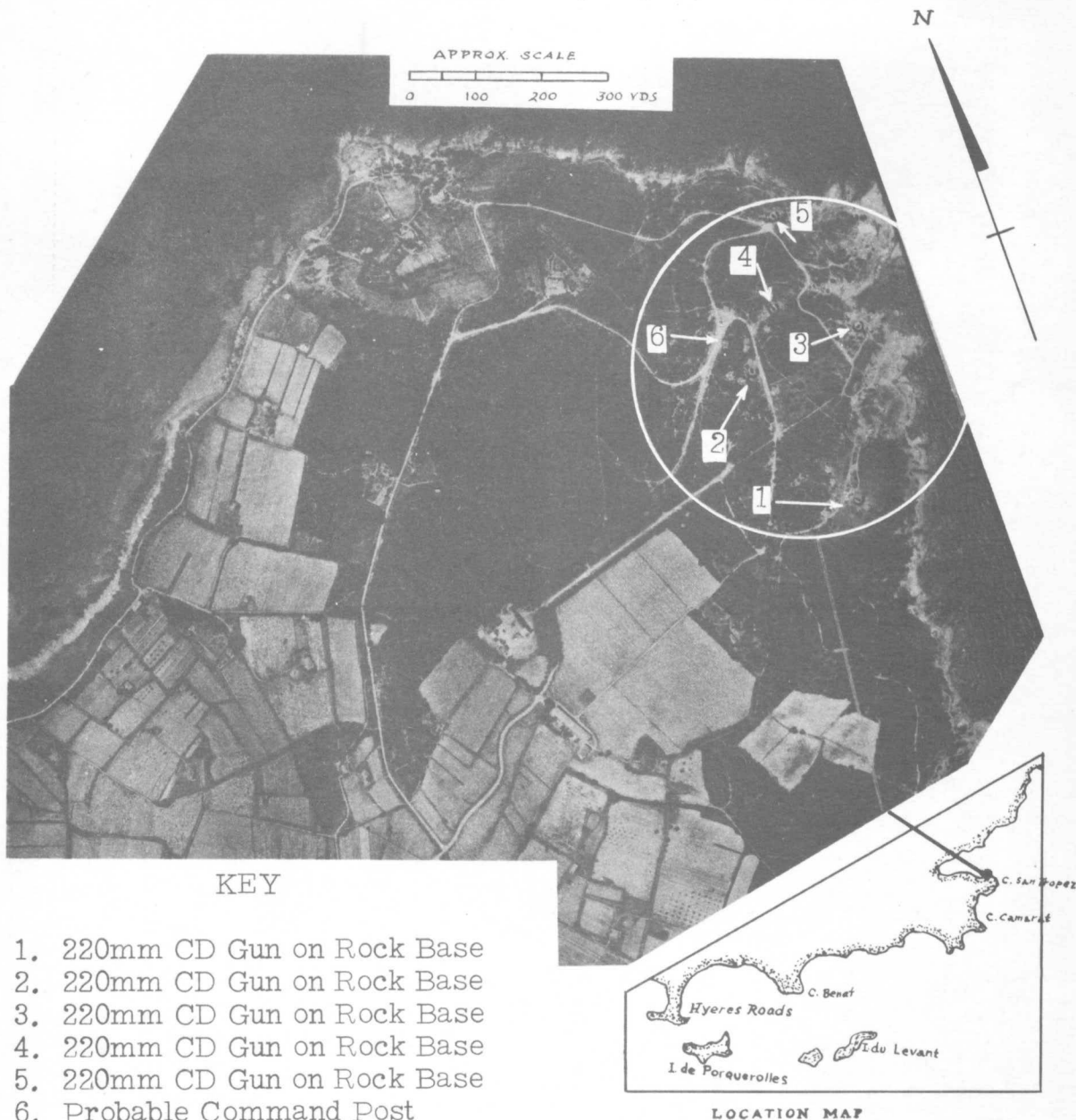
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MAJOR DEFENSES CD BATTERIES

Cap St. Tropez

U-522180, Target No. P-39, 47, 48



Target No.
P-39, 47, 48

Coordinate
U-522180

Location
Near Cap St. Tropez

DESCRIPTION

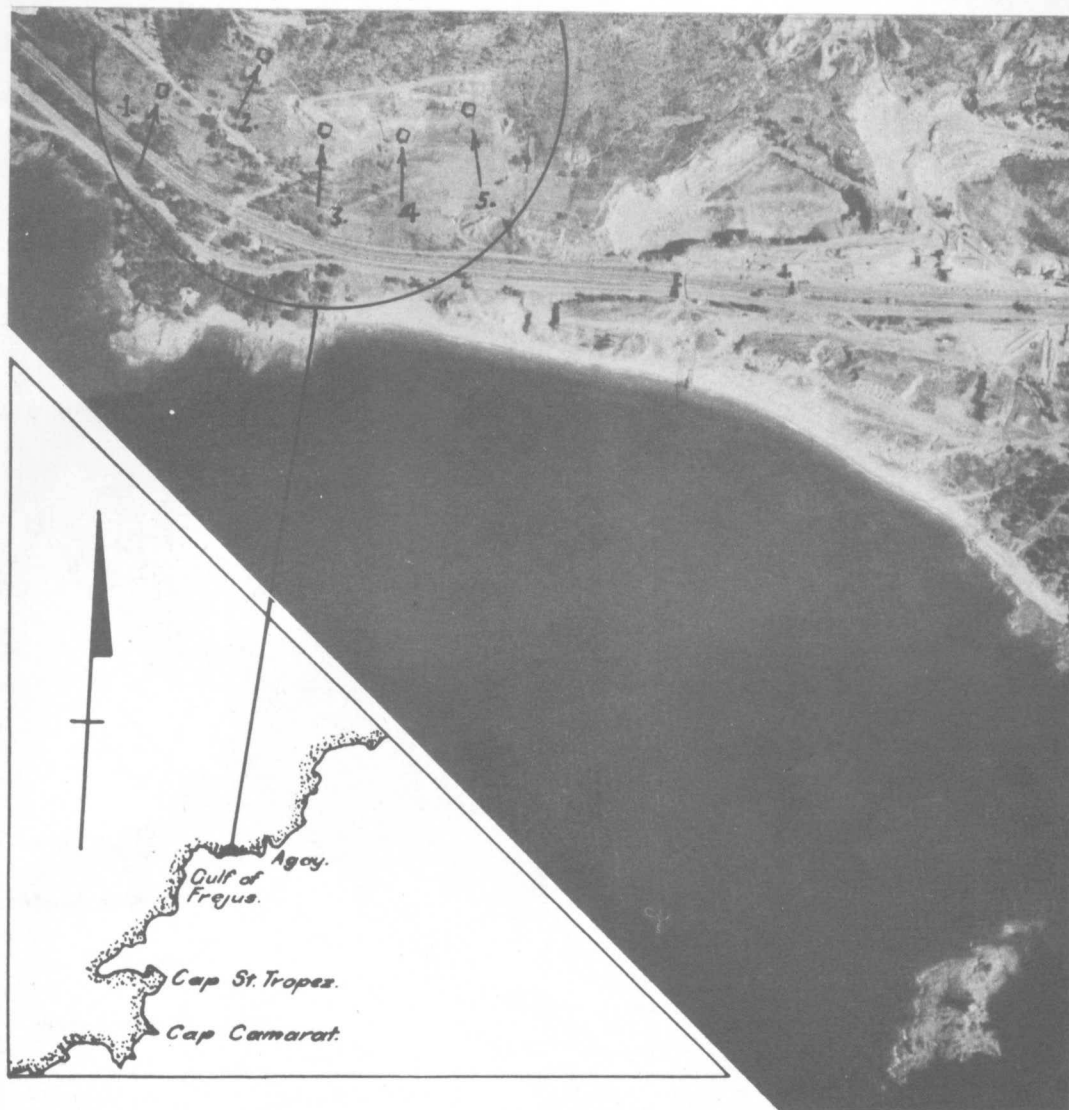
Five gun CD battery (probably 220 mm., range 25,000 yds.) on N. tip of CAP ST. TROPEZ. Guns widely spaced and at different elevations in the cliff side. One gun at U-522180 one at U-525177, and 2 guns at U-523179. Guns in rock (?) empl. Battery faces NE. Field of fire 320° to 120°. Height above sea level varies from 25 to 35 yds.

Gulf of Frejus

S-205513 Targ. No. P-63

MAJOR DEFENSES

CD BATTERIES



KEY

1. Conc. casemate under const. probably for 150-155 mm. CD guns
2. Conc. casemate under const. probably for 150-155 mm. CD guns
3. Conc. casemate probably completed for 150-155 mm. CD guns
4. Conc. casemate probably completed for 150-155 mm. CD guns
5. Conc. casemate probably completed for 150-155 mm. CD guns

Target No.
P-63

Coordinate
S-205513

Location
N. shore Gulf of Frejus

DESCRIPTION

Five gun CD battery under construction (probably 150 mm., range 25,000 yds.). Guns in concrete casemates facing S. These casemates are well protected by the rocky nature of the terrain and a fill of rock and earth against the sides. This type of casemate usually has walls and roof of reinforced concrete 6-8 ft. thick. Because of the protection afforded by the terrain the walls and roof in this case may not be that thick. Field of fire 120° (120° to 240°). Height above sea level: about 38 yds.

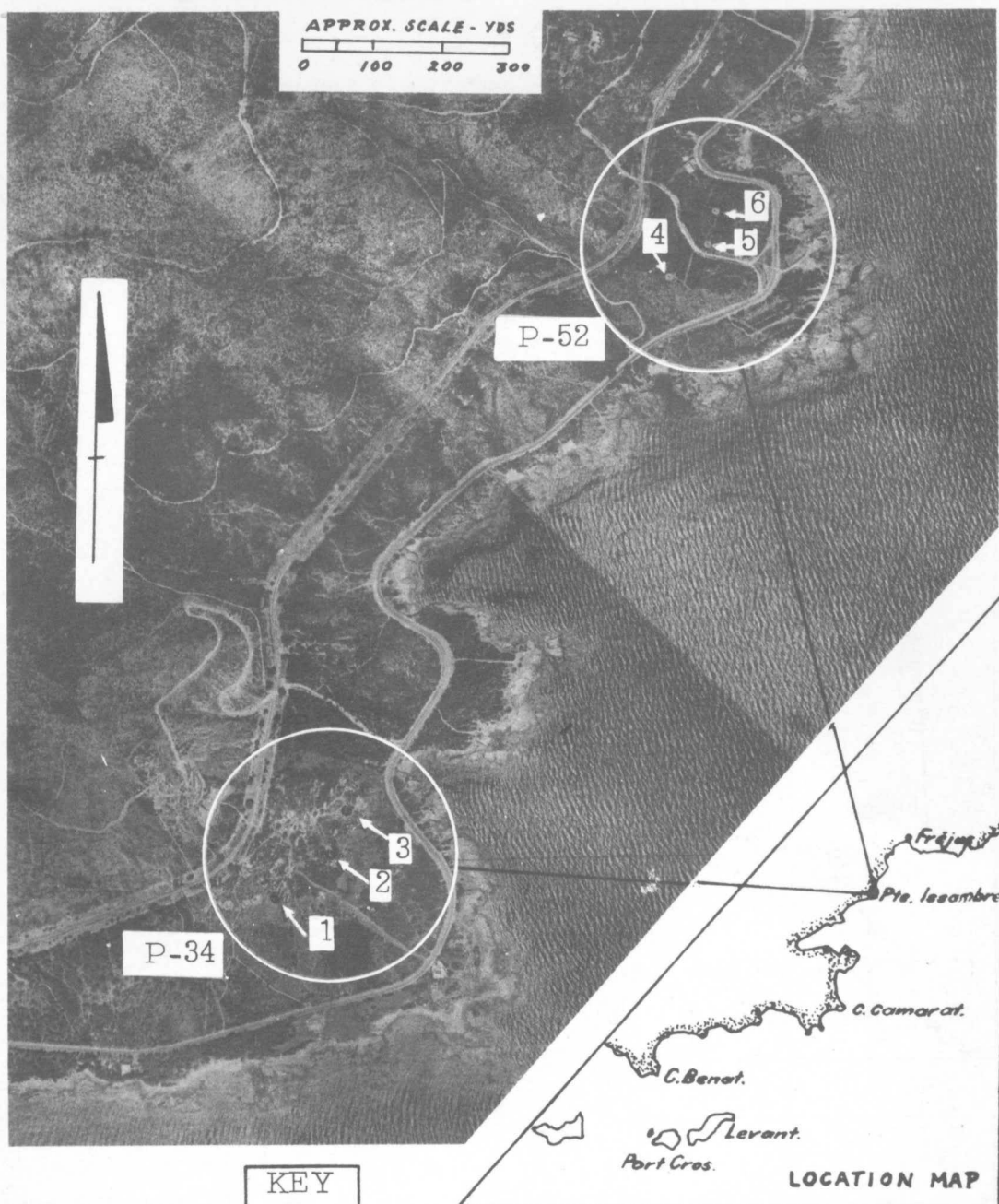
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Pte. Issambre
P-34, P-52

MAJOR DEFENSES CD BATTERIES



Target No.	Coordinate	Location
P-34	U-546259	Pt. Issambre
P-52	U-549270	Pt. de la Calle

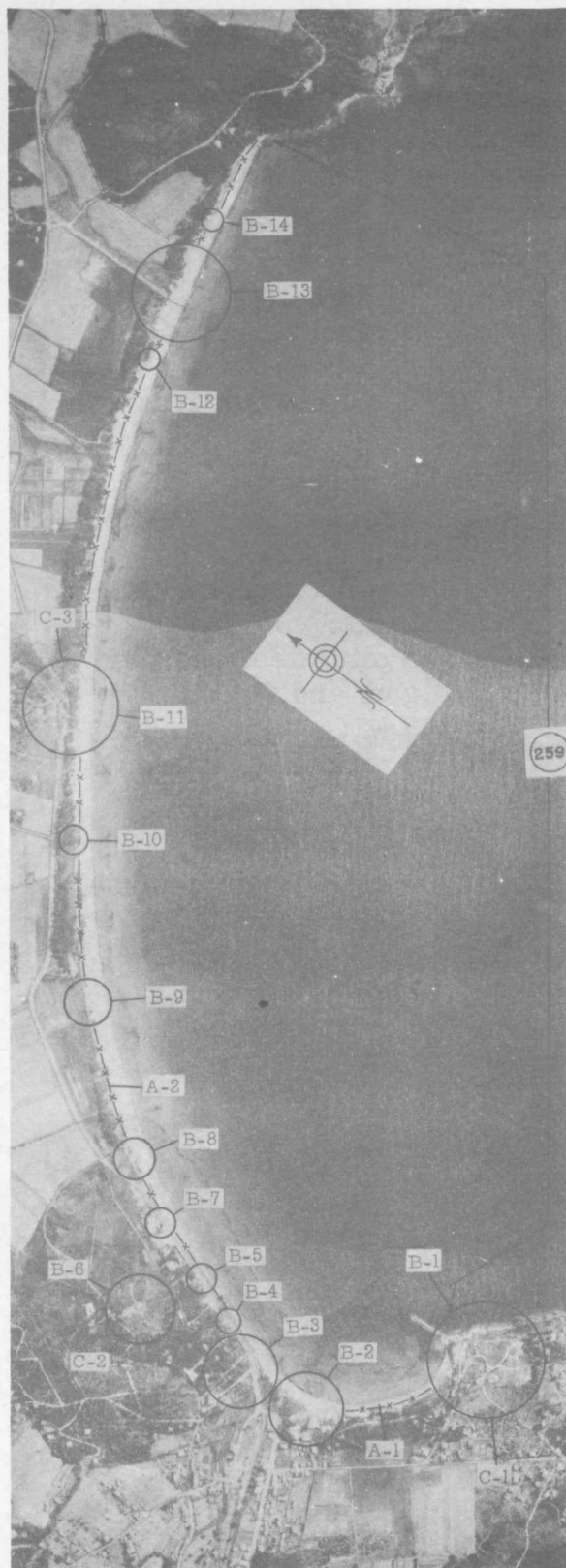
P-34 Three gun CD battery (reported 220 mm, range 25,000 yds.) on coast between R.R. and sea. Guns in circular earth empl. (probably on concrete bases). Emplacements camouflaged. Battery faces E. Field of fire at least 230° (0° to 230°). Height above sea level: 25 yds.

P-52 Three gun CD battery. Appears to be dummy and is decoy for battery at U-546259. Battery faces E. Height above sea level: 22 yds.

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BAIE DE CAVALAIRE
(Ref: Collation Map XXXV-46, 1 & 2)
Coordinates: U 414055--U 434076

I. Defenses, Minor.

A. Barrier type.

- (A-1) Underwater obstacles.
Numerous concrete tetra-
hedra on beach, none in
water July 23, 1944.
- (A-2) Barbed wire, one row.

B. Strong point type.

- (B-1) One pillbox, 3 M.G.
- (B-2) 2 pillboxes, field gun, M.G.
- (B-3) 3 pillboxes.
- (B-4) Casemate.
- (B-5) Casemate.
- (B-6) 3 M.G.
- (B-7) 2 pillboxes
- (B-8) 2 pillboxes
- (B-9) One Pillbox and M.G.
- (B-10) 2 M.G.
- (B-11) 3 pillboxes
- (B-12) M.G.
- (B-13) 3 pillboxes
- (B-14) 2 M.G.

C. Guns and Batteries.

- (C-1) Two 3 gun light A.A.
- (C-2) Two 2 gun light A.A.
- (C-3) 3 gun light C.D.

D. Beach reported mined.

BIGOT - ANVIL

TOP SECRET

French ULTRA SECRET

MINOR DEFENSES

BEACH 261

BAIE DE PAMPELONNE
(Ref: Collation sheet XXXV-45,7)
Coordinates: U 517105--U 518144.

I. Defenses, Minor.

A. Barrier type.

(A-1) Underwater Obstacles,
2 rows jettied wooden
rails.

(A-2) Barbed wire, 2 rows.

B. Strong Point type.

(B-1) 2 pillboxes, 3 M.G.'s
and 3 L.A.A.

(B-2) 4 pillboxes, one pro-
bable.

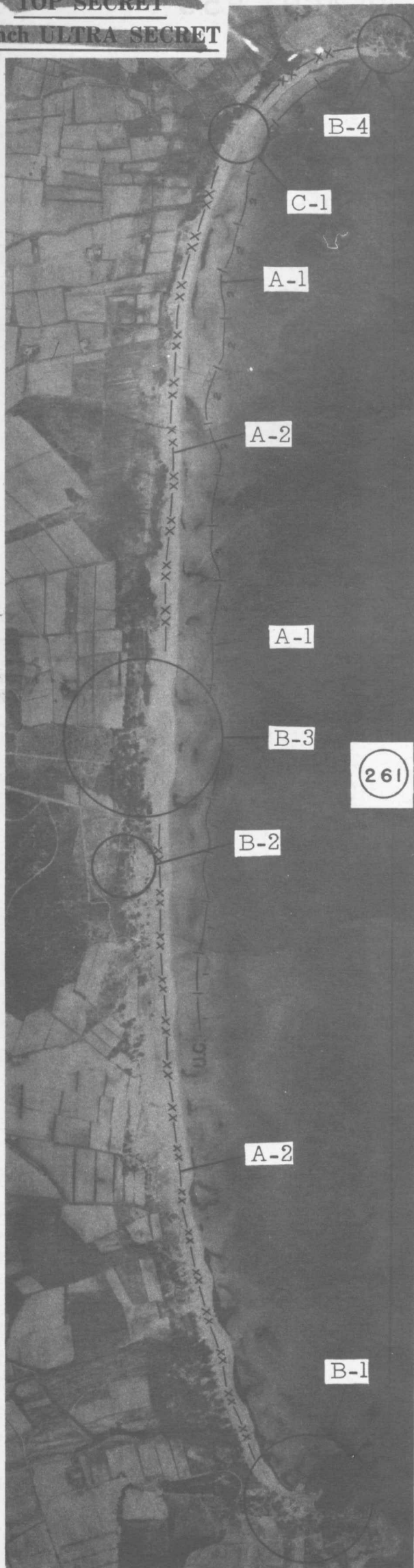
(B-3) 3 pillboxes, one field
gun, and 2 possibly
3 M.G.

(B-4) 3 pillboxes, one M.G.

C. Guns, or Batteries.

(C-1) 4 Light Coast defense.

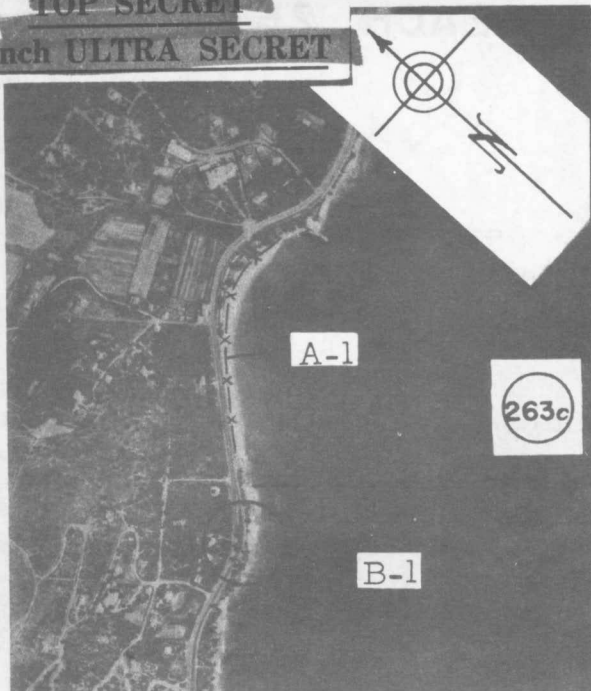
D. Beach reported mined.



BIGOT - ANVIL

TOP SECRET

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MINOR DEFENSES

BEACH 263A-263B-263C

Beach 263C -- GARONETTE PLACE
(Ref: Collation Map XXXV-45-3)
Coordinates: U 519247--U 523250

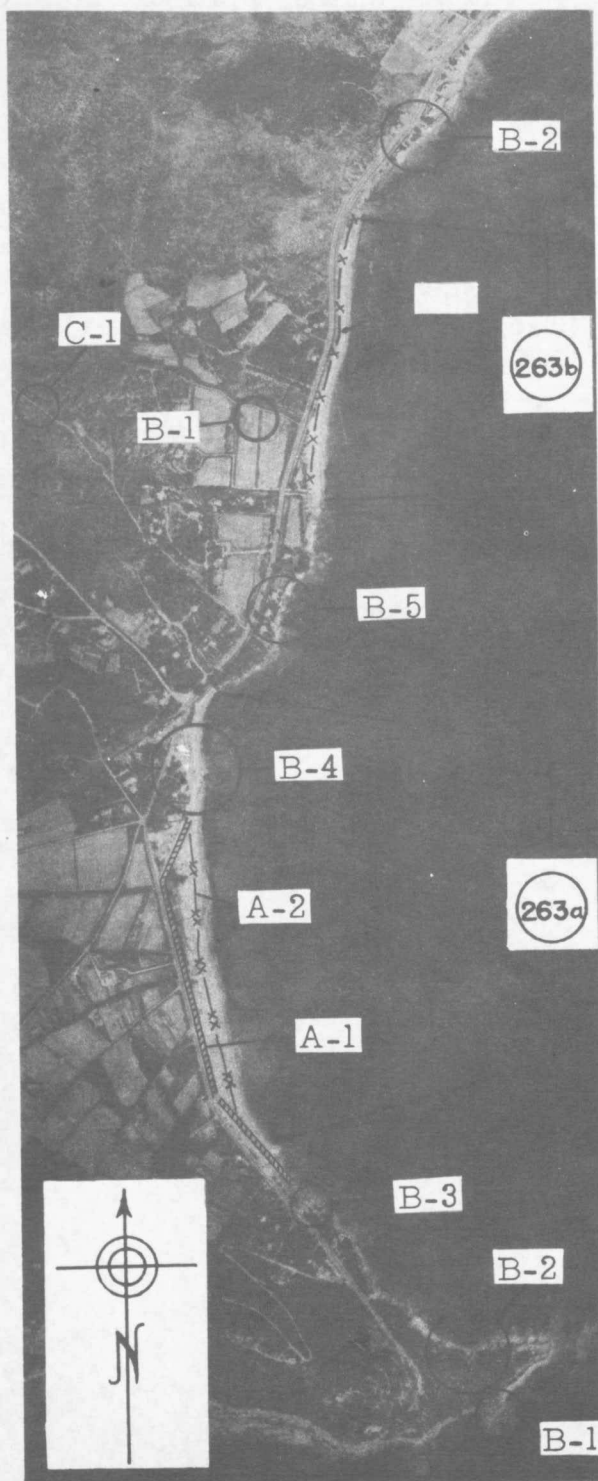
I. Defenses, Minor.

- A. Barrier type.
 - (A-1) Barbed wire, one row.
- B. Strong Point type.
 - (B-1) One pillbox.
- C. No immediate guns or batteries.
- D. Beach reported mined.

Beach 263B -- LA NARTELLE (North)
(Ref: Collation Map XXXV-45-3)
Coordinates: U-512235--U 512240

I. Defenses, Minor

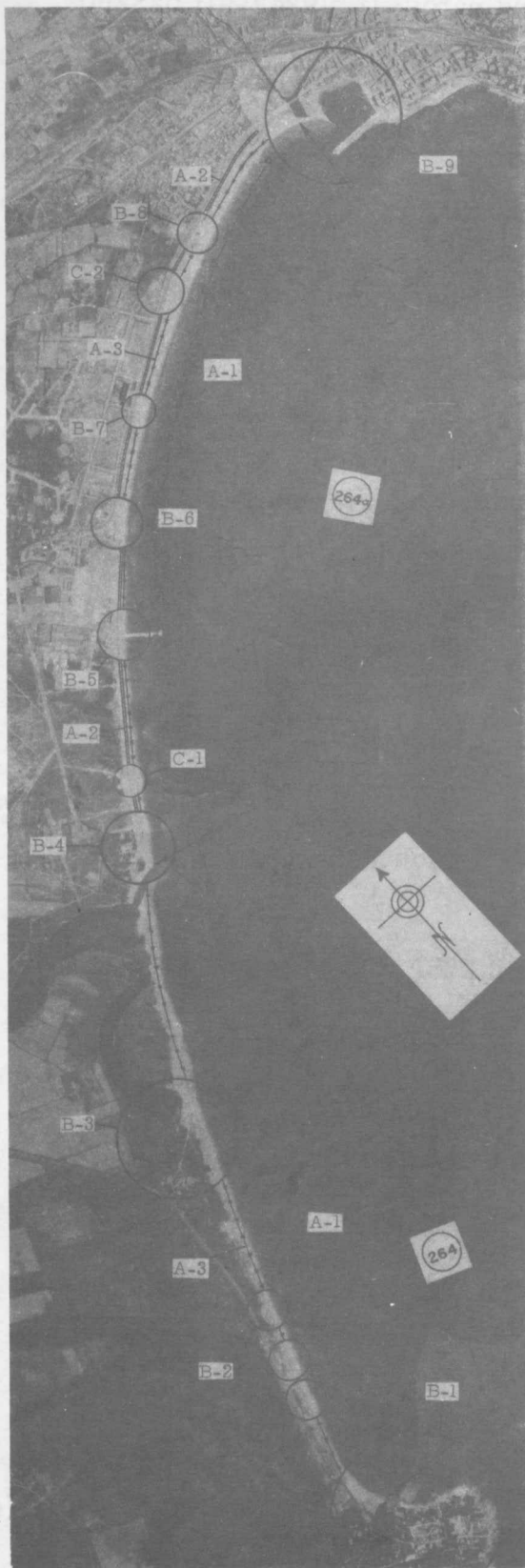
- A. Barrier type.
 - (A-1) Barbed wire, one row
- B. Strong point type.
 - (B-1) One casemate.
 - (B-2) 2 pillboxes, one possible
- C. Guns or batteries.
 - (C-1) 1 light AA.
- D. Beach reported mined.



Beach 263A -- LA NARTELLE
(Ref: Collation map: XXXV 45 - 3)
Coordinates: U-511233--510232.

I. Defenses, Minor

- A. Barrier type.
 - (A-1) Anti-tank wall, as shown.
 - (A-2) Barbed wire, 2 rows.
- B. Strong point type.
 - (B-1) Pillbox and M.G.
 - (B-2) Casemate, pillbox, 2 M.G.
 - (B-3) M.G. and trench
 - (B-4) One possibly 2 Casemates and one pillbox
 - (B-5) 2 pillboxes, 1 M.G.
- C. No immediate guns or batteries.
- D. Beach reported mined. Anti-paratroop stakes seen on beach.



ST. RAPHAEL

(Ref: Collation Map XXXV-44-7 & 8)

Coordinates U 577309--U 561322

U 564330--U 583345

I. Defenses, Minor.

A. Barrier type.

(A-1) Underwater Obstacles, Concrete tetrahedron type, one row.

(A-2) Anti-tank wall.

(A-3) Barbed wire, 2 rows.

B. Strong point type

(B-1) 3 casemates, 4 pillboxes, 5 M.G.

(B-2) Pillbox, 3

(B-3) 5 Pillboxes, 2 M.G.

(B-4) Casemate, pillbox, M.G.

(B-5) 2 pillboxes, one med. gun position

(B-6) Casemate, pillbox, one med. gun position

(B-7) One pillbox and M.G.

(B-8) One pillbox and M.G.

(B-9) 4 Casemates, 5 pillboxes, 5 M.G.

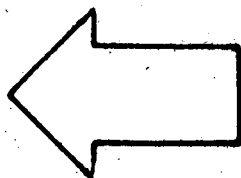
C. Guns or batteries

(C-1) 3 LTAA

(C-2) 3 LTAA

D. Beach reported mined.

MINOR DEFENSES ①
UNDERWATER OBSTACLES



SECRET
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Fr

MINOR DEFENSES
UNDERWATER OBSTACLES

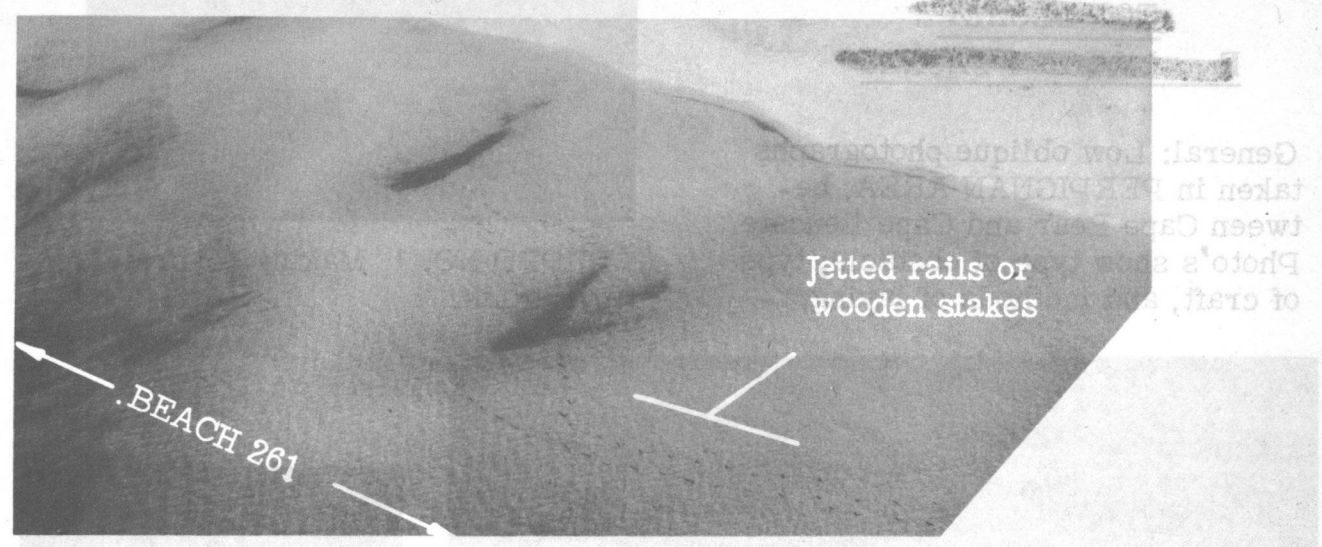
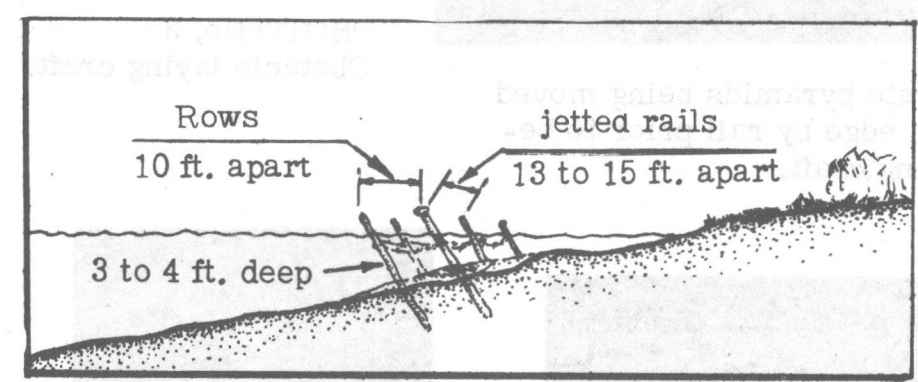


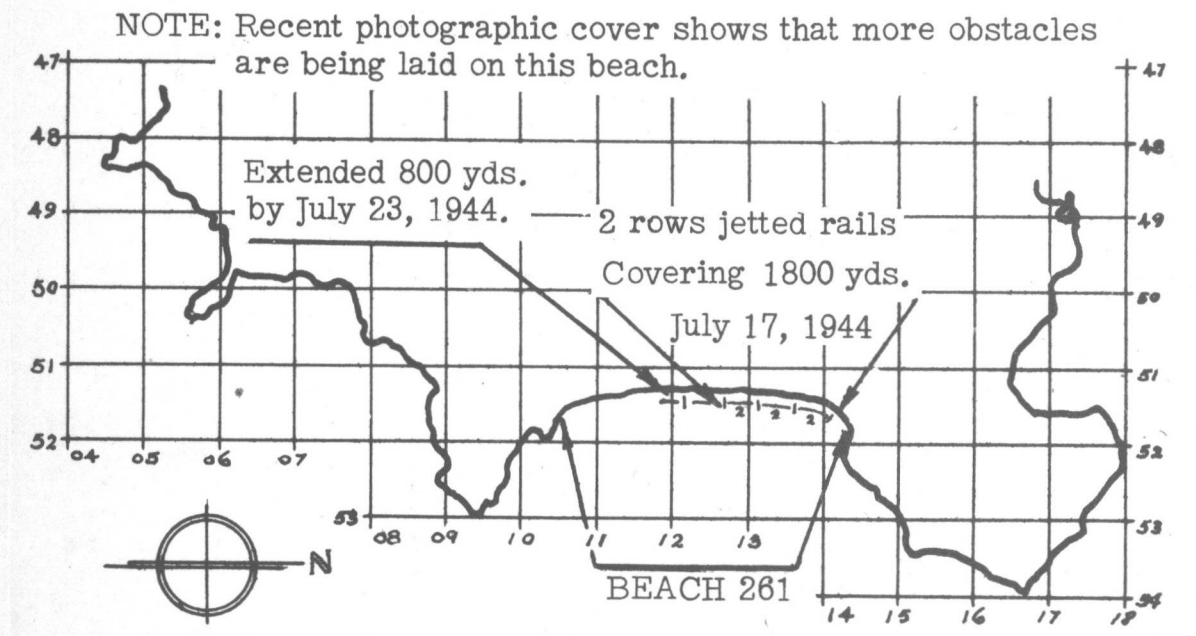
PHOTO NO 1: Looking southwest toward the center of the beach. Shows jettied stakes or wooden rail. July 17, 1944



SKETCH NO 2: Cross section of Beach 261 showing estimated depth of water and angle of stakes. July 17, 1944

BEACH 261: TYPE OF OBSTACLE: Jettied rails or wooden stakes. NUMBER OF ROWS: Two. AREA OBSTACLED: Approximately 1800 yds. on July 17th, 1944; and extended some 800 yds. by July 23, 1944 (total 2600 yds.). DIMENSIONS: The jettied rails lie offshore a minimum of 50 yds. and a maximum of 100 yds. (average 85 yds.), in from 3 to 5 ft. of water (charted gradient). The rails are randomly spaced; some 13 ft. and others as much as 15 ft. apart. The two rows are approximately 10 ft. apart.

The obstacles are reportedly mined and wired.



SKETCH NO 1: Plan of underwater obstacles as of July 23, 1944.

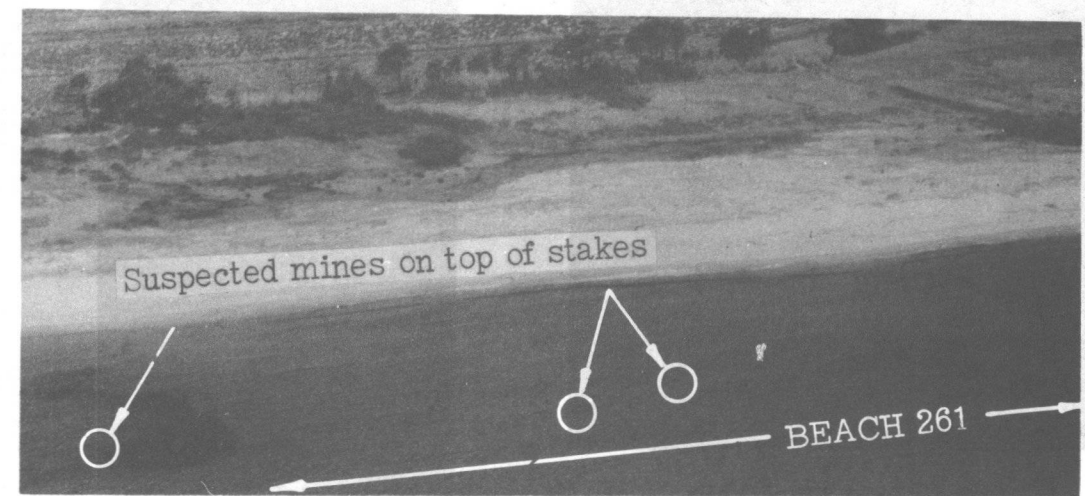


PHOTO NO 2: Looking west toward a frontal view of the double row of jettied stakes or wooden rails. July 17, 1944

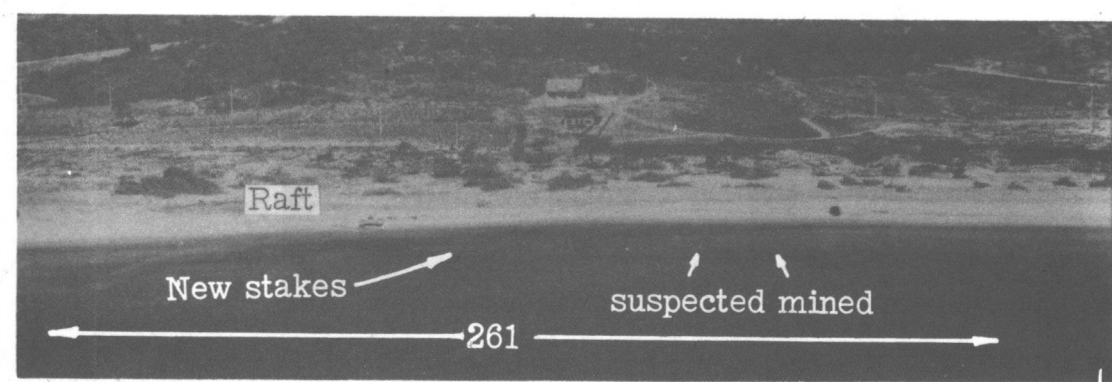


PHOTO NO. 3: Looking west toward the center of the Beach, shows continuation of obstacles on July 23, 1944.

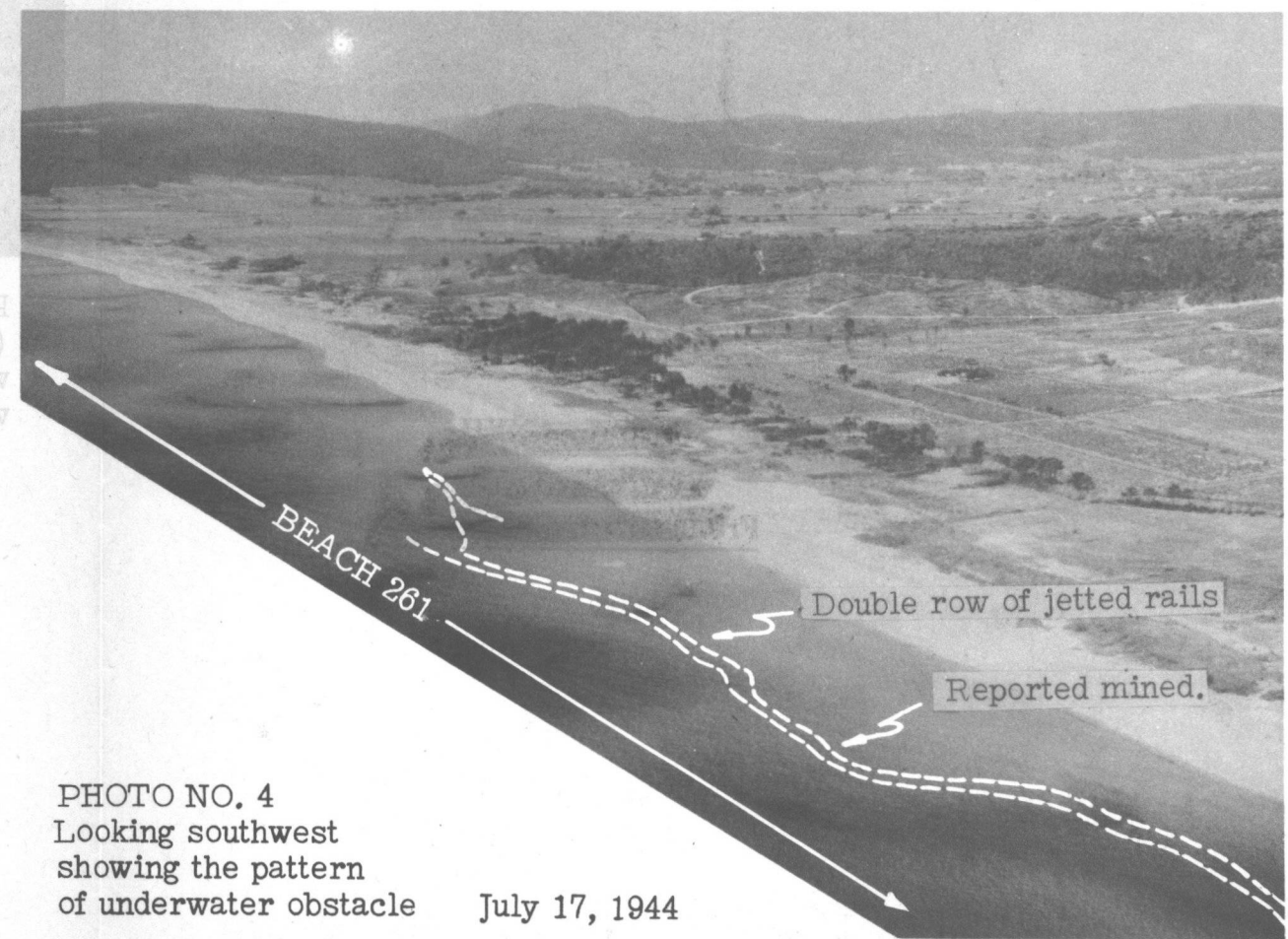


PHOTO NO. 4
Looking southwest
showing the pattern
of underwater obstacle July 17, 1944

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General: Low oblique photographs taken in PERPIGNAN AREA, between Cape Bear and Cape Leucate. Photo's show type of obstacle, type of craft, and methods of laying.



PHOTO NO. 1 Making concrete pyramids.



PHOTO No. 2 Concrete pyramids being moved from beach to waters edge by rail prior to being picked up by laying craft.

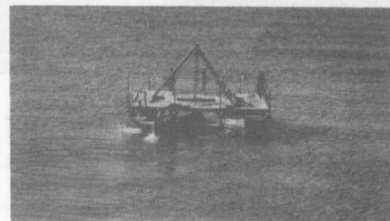


PHOTO No. 3 Obstacle laying craft.



PHOTO No. 4. Close up of Photo No. 2. (1) NOTE comparative size of obstacle with men alongside (2) Rail track into water.

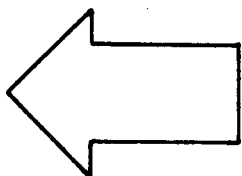


PHOTO No. 5 Concrete pyramids in water



PHOTO No. 6. Laying craft beached.

MINOR DEFENSES ②
UNDERWATER OBSTACLES



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REDACTED

MINOR DEFENSES UNDERWATER OBSTACLES

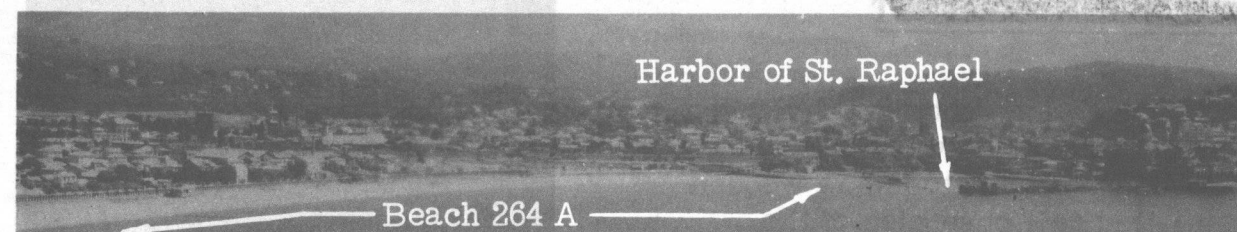


PHOTO NO 1. Looking northwest toward Beach 264 A - showing pattern of obstacles

BEACHES 264, 264A: TYPE OF OBSTACLE: Concrete pyramids or scullies. NUMBER OF ROWS: One. AREA OBSTACLED: 5000 yds. or full length of 264 and 264A. DIMENSIONS: The scullies lie offshore a minimum of 30 yds. and a maximum of 165 yds. (average of 100 yds.) in from 3 to 5 ft. water (charted gradient). The scullies are spaced some 13 ft. and others as much as 15 ft. apart.

The obstacles are reported mined and wired.

NOTE: It is quite probable that further obstacles will be laid on these beaches.

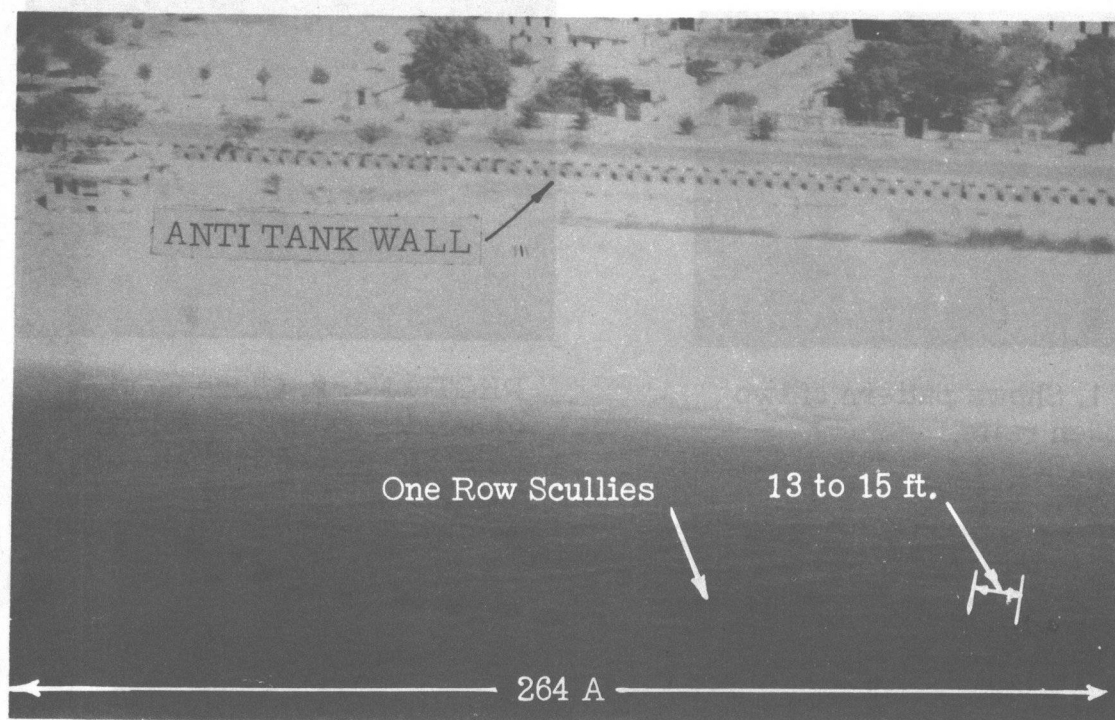


PHOTO NO 2. Beach 264 A. Frontal view of concrete scullies.

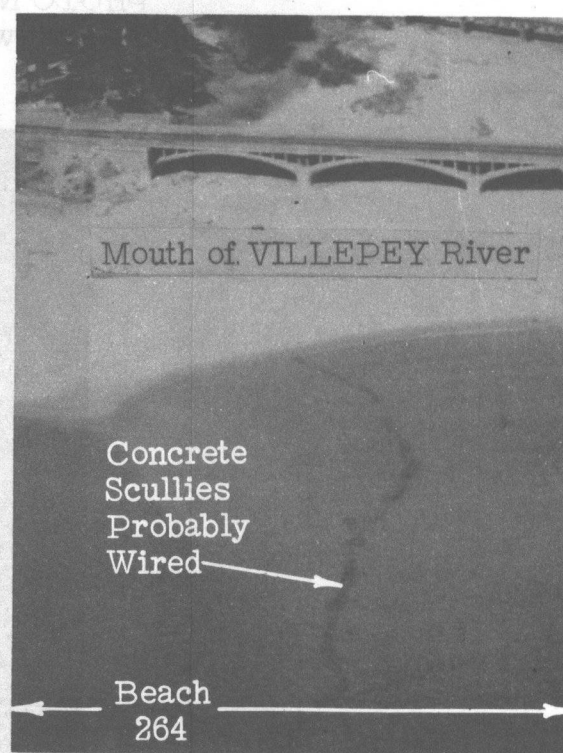
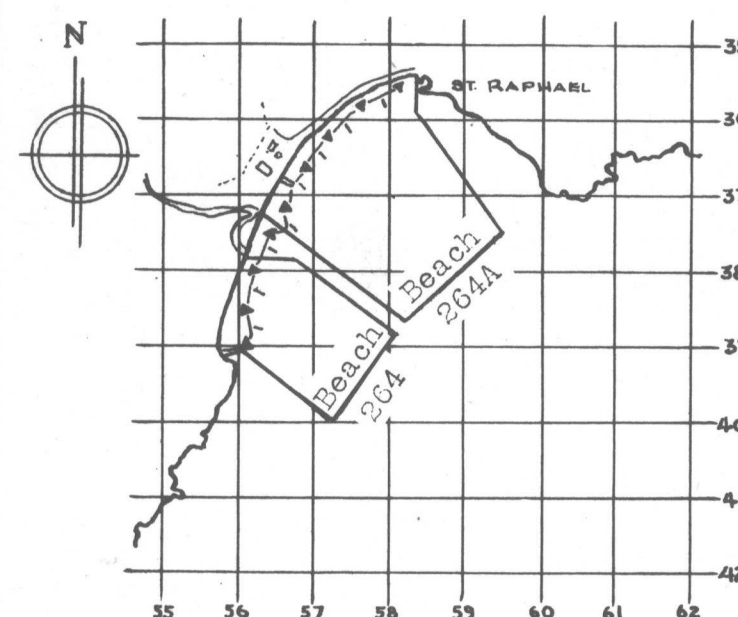
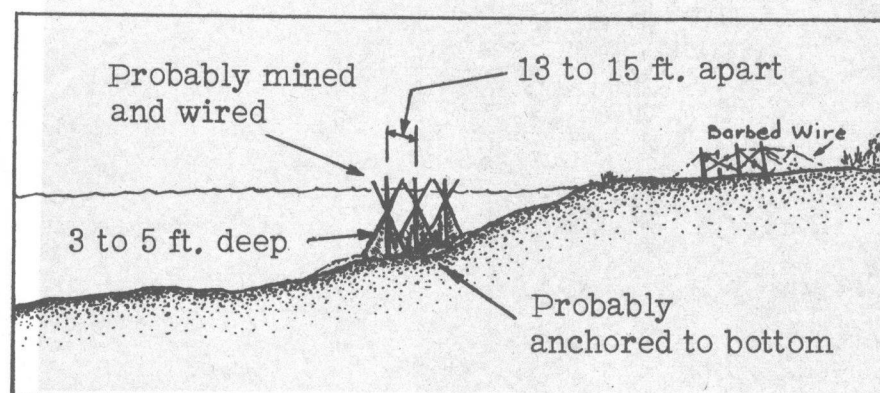


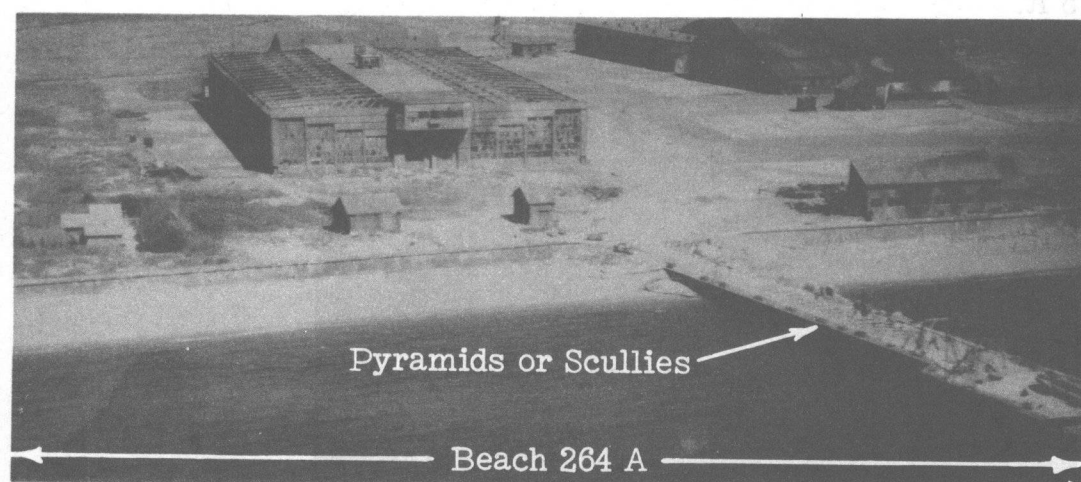
PHOTO NO. 5. BEACH 264. Side view of suspected scullies.



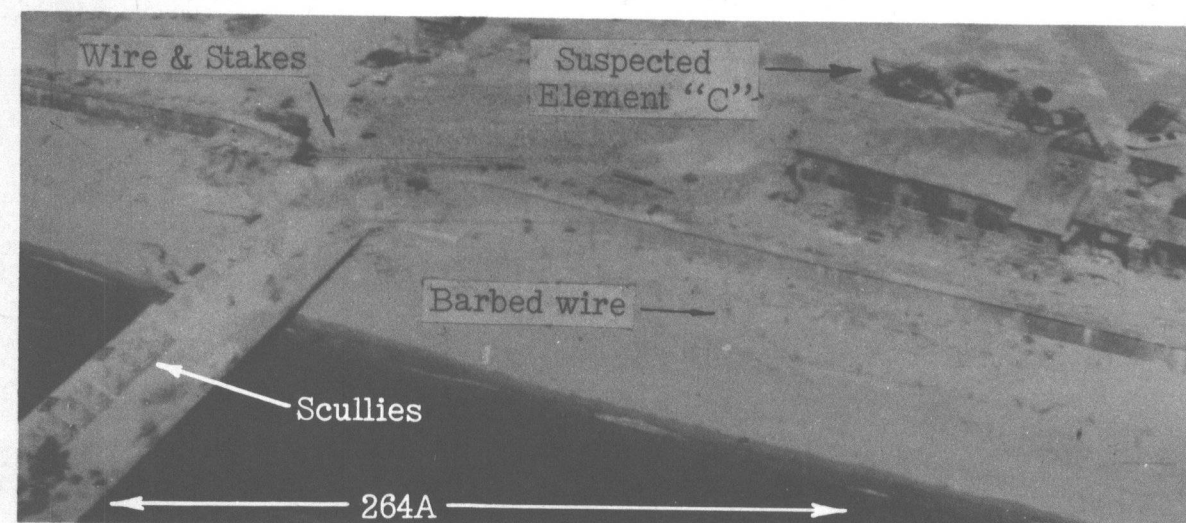
SKETCH NO 1. Showing extend of obstacles as of 20 July 1944.



SKETCH NO 2. Cross section of Beach 264 and 264 A showing estimated depth of water and position of obstacle.



PHOTOS 3 & 4. Concrete pyramids or scullies being manufactured on pier in front of airfield at Beach 264 A.



General: Low oblique photographs of the PERPIGNAN AREA, between Cape Bear and Cape Leucate. Photos show wooden stake or jettied rail obstacles of the same type as those seen on Beach 261.



PHOTO No. 1. Shows pattern of two rows of wooden rails.



PHOTO No. 2. Close up view of wooden rails. Appear to be 8 to 10 inches in diameter.

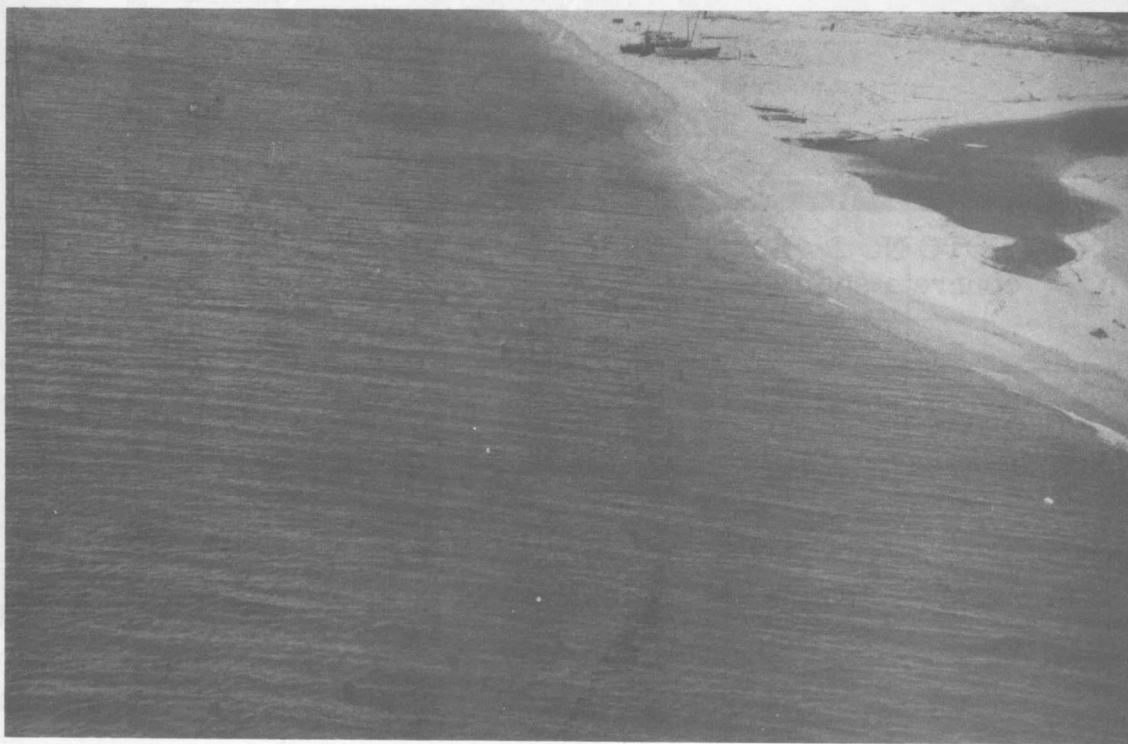


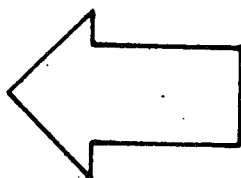
PHOTO No. 3. Good example of varying width between rails. As much as 3 ft. difference. Average width: 12 to 15 ft.



PHOTO No. 4. 3 loose rails on the beach. Appear to be 8 to 9 feet long and 8 to 10 inches in diameter.

MINOR DEFENSES
BEACH DEFENSES

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MINOR DEFENSES BEACH DEFENSES

3



PHOTO NO 1. Looking NW toward St. Raphael (Beach 264 A). Grid location U-584345. (1) Casemate, Regelbau type 677. (2) Casemate or large pillbox (3) Casemate. (4) Camouflaged pillbox. (5) Broken anti-tank wall. (6) Solid anti-tank wall. (7) Roadblock. (8) Barbed wire, double row barrier. (9) Net or boom.



PHOTO NO 2. Close up view at U-584346. St. Raphael (Beach 264 A). (1) Casemate, Regelbau type 677 (note camouflage). (2) Casemate. (3) Camouflaged pillbox. (4) Roadblock with firing slit. (5) Knife rest barriers. (6) Barbed wire.

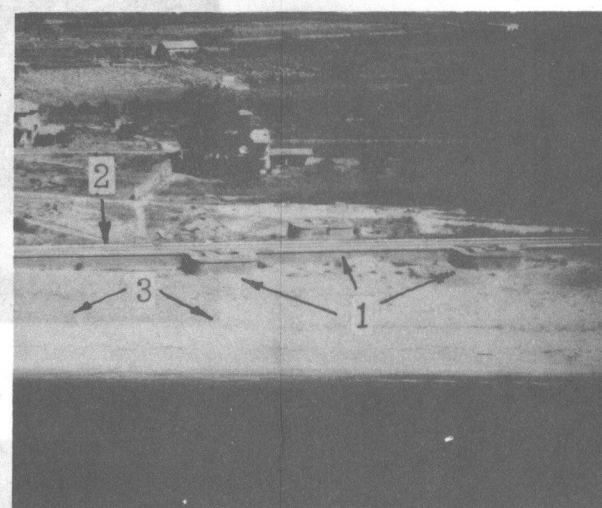


PHOTO NO 4. Beach 264 A U-564332. (1) LAA Battery. (2) Anti-tank wall. (3) Wire barrier.

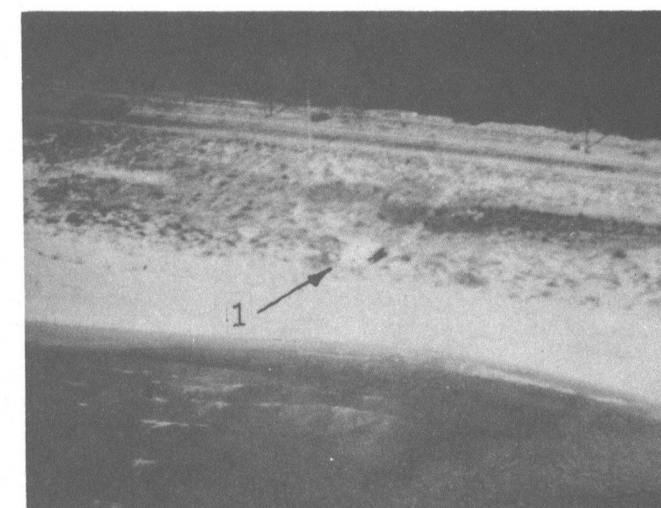


PHOTO NO 5.
Beach 264. (1) Pillbox located at U-558314



PHOTO NO 3. Looking north along beach 264 (at mouth of L'Argens river, U-561325) showing wire barrier and possible mines along the beach.

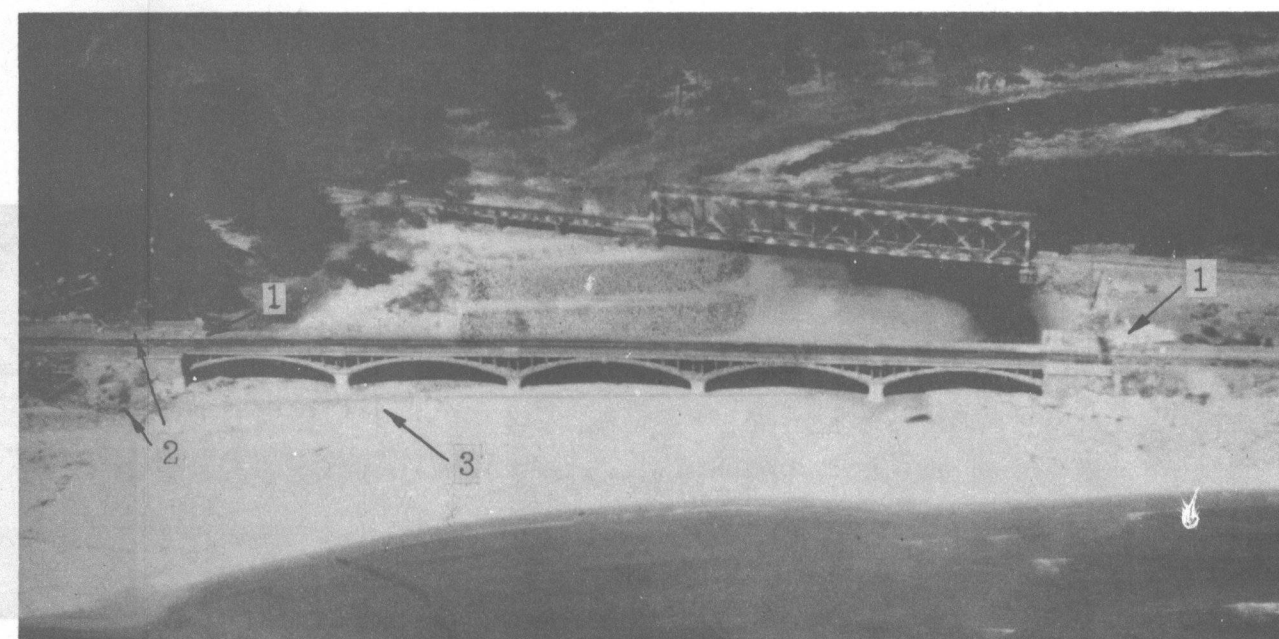


PHOTO NO 6. Beach 264 U-557309. Highway and Railway bridges over Villepey River. (1) Roadblocks. (2) Pillboxes. (3) Barbed wire.



PHOTO NO. 1. SOUTH OF BEACH 263 A. U 514218.
(1) Camouflaged casemate, Regelbau type 677. (2)
Roadblock.

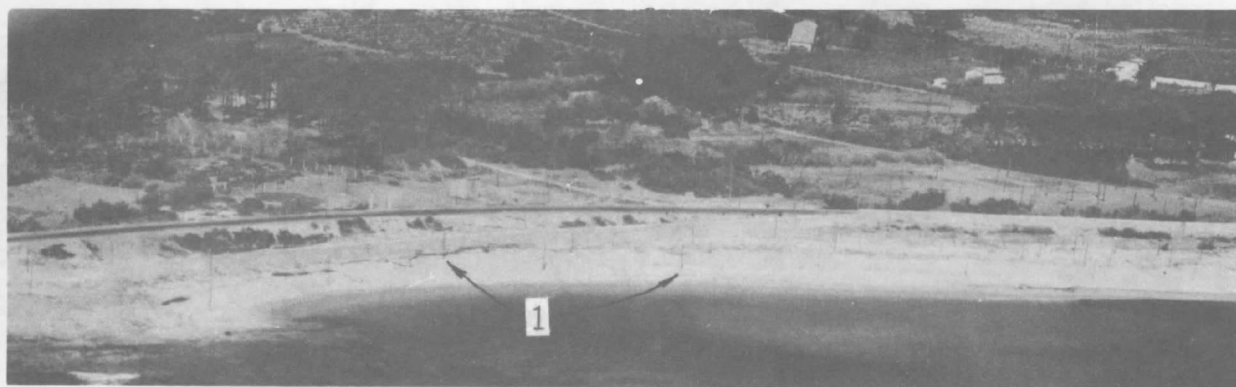


PHOTO NO. 2. BEACH 263 A - U 510226.
(1) Anti-para-troop stakes along the beach.

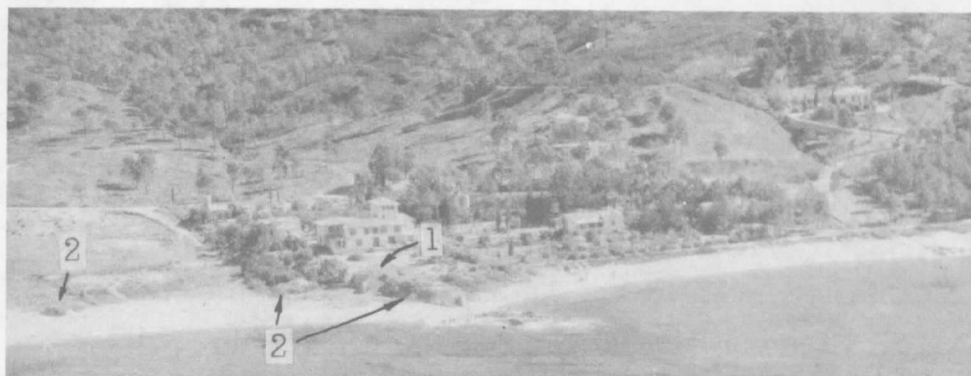


PHOTO NO. 3. Beach 260 - U-457073. (1) Camouflaged
casemate, Regelbau type 677, (2) Camouflaged pillboxes.



PHOTO NO 4. Pointe de L'Arpillor - U-532250
(1) Camouflaged casemate, Regelbau type 677.

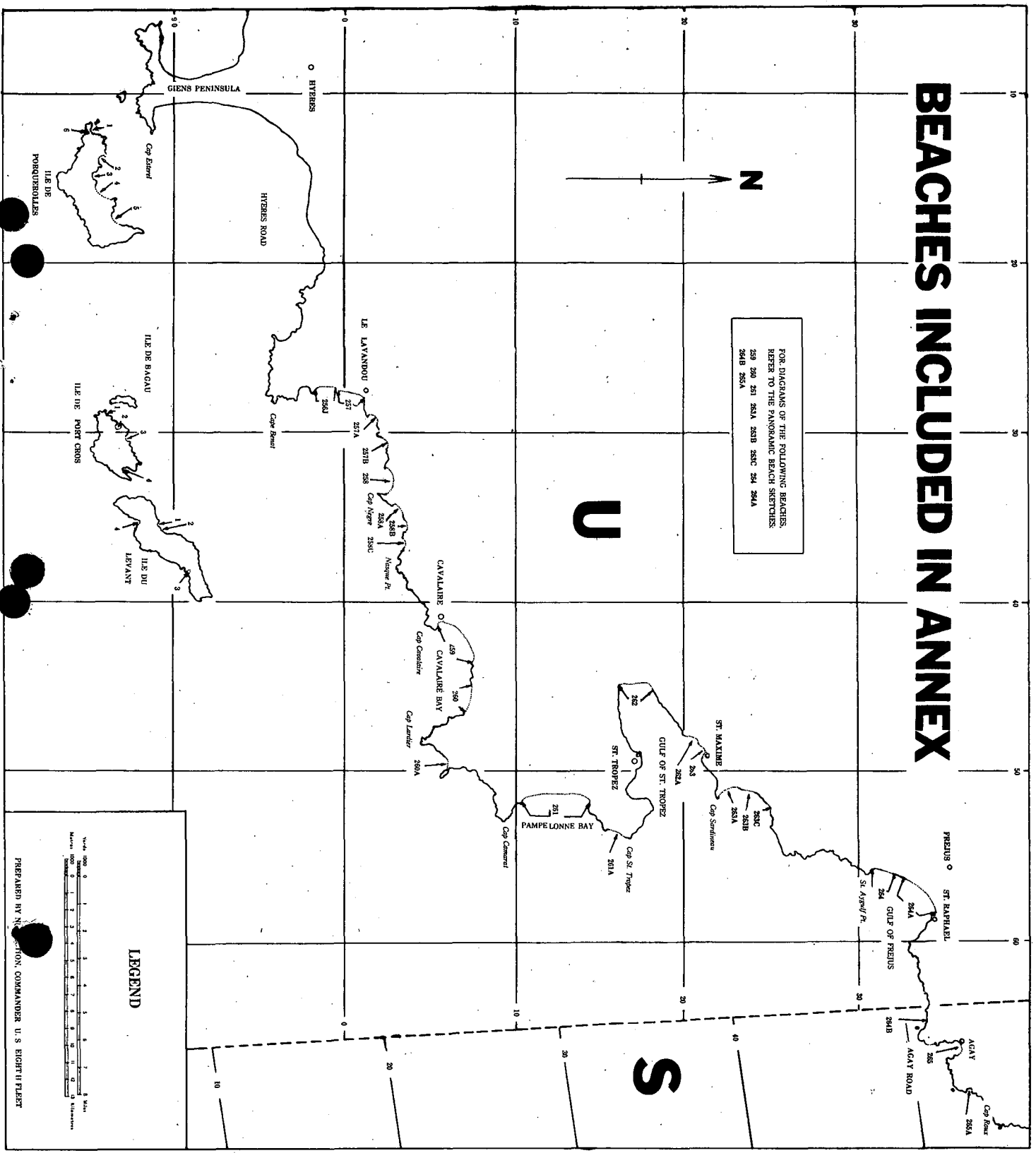


PHOTO No. 5 Beach 259.
U-412060. (1) Partially
camouflaged casemate.

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BEACHES INCLUDED IN ANNEX

FOR DIAGRAMS OF THE FOLLOWING BEACHES,
REFER TO THE PANORAMIC BEACH SKETCHES:
229 230 231 232A 232B 232C 234 24A
24B 25A



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VIII. LANDING BEACHES.

BEACHES ON ILE DE PORQUEROLLES (see diagram following page 6)

1. BAIE DU LANGOUSTIER

LAT: 42° 59' N. LONG: 06° 10' E.

MAP REF: Z-121852 to Z-123852

APPROACH:

The beach is located at the western end of the ILE DU PORQUEROLLES, and occupies the north shore of a narrow neck of land connecting a low headland on the west to the main part of the island on the east. The approach to the beach is from the north only. Approach from the northwest is blocked by the small rocky ILE DU PETIT LANGOUSTIER. It should be noted that a net or boom is observed running from POINTE DE LA TOUR FONDUE on the south end of the GIENS PENINSULA to CAP ROUSSET on PORQUEROLLES and blocks the channel between the two. Identification of the beach should be easy since it is on the west tip of the island and there are two conspicuous landmarks: (1) an old fort and tower on the western extremity of the island, and (2) a round, white tower on the north end of the ILE DU PETIT LANGOUSTIER.

The BAIE DU LANGOUSTIER is so small and shallow that craft would have to anchor outside it in the PETITE PASSE where depths of 10 fathoms are charted, bottom of mud and weed.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:36 from 12 feet deep to shore at the east end of the beach but quickly flattens to 1:65 in the center and west sectors. There is shoal water between the west end of the beach and the ILE DU PETIT LANGOUSTIER. There are no sand bars or rocks off the beach and the close approach is entirely clear of underwater obstructions.

SUITABILITY FOR TYPES OF CRAFT:

All types of craft. LSTs could use the beach at the east end, but they would have to come in one at a time due to lack of maneuvering space, and the flat gradient over the rest of the beach would confine them to the easternmost 50 yards.

DESCRIPTION OF TERRAIN FEATURES:

300 yards of narrow sand beach backed in the west by scrub and tree covered headland and in the east by a low escarpment.

There are several track exits from the center of the beach that join a secondary road leading to the town of PORQUEROLLES, 2 miles eastward. Some preparation of the tracks might be necessary before heavy vehicles could use them.

The beach is not suitable for maintenance from an army point of view.

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2. ANSE DE RENAUD

LAT: 43° 00' N. LONG: 06° 11' E.

MAP REF: Z-138859 to Z-141357.

APPROACH:

Located on the south and west shore of ANSE DE RENAUD the beach is well sheltered except from the north. The approach is clear from the north and northeast. Since the beach is on the north side of the island craft will have to pass between the island and the mainland in their approach and as shown in the diagram following page 6 approach from the west is blocked by a net or boom.

The beach may be identified by a high wooded promontory surmounted by the ruins of an old fort at the western entrance to ANSE DE RENAUD.

Anchorage in 5 to 6 fathoms 500 yards offshore; bottom of mud and weed; good holding ground.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The average underwater gradient (charted) is about 1:42 from 12 feet deep to shore. There is a rocky outcrop cutting through the beach near the northwest end (at Z-137858) and there is considerable underwater rock around it. This submerged rocky area extends some 30 yards to seaward and fronts a length of about 85 yards of coast. There are no other underwater obstructions off the beach.

SUITABILITY FOR TYPES OF CRAFT:

All types of craft and LSTs.

DESCRIPTION OF TERRAIN FEATURES:

530 yards of narrow sand beach broken by a rocky outcrop near the western end, and backed its entire length by woodland.

There is a narrow sand track exit from the northwest end of the beach, and one from the center of the beach. Both lead through the woodland and connect with a secondary road leading to the town of PORQUEROLLES, about one mile east of the beach. Some preparation of the tracks would be necessary before vehicles could use them.

The beach is not suitable for maintenance from an army point-of-view.


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3. PORQUEROLLES

LAT: 43° 00' N. LONG: 06° 12' E.

MAP REF: Z-149853 to Z-151355.

APPROACH:

The beach is located on the southeast shore of a small C-shaped cove, open to the north. Approach is clear from the north or northwest. The beach should be easy to identify by the village of PORQUEROLLES immediately behind it, and by a conspicuous round tower atop the wooded hill just southeast of the village. On close approach to the cove the outer end of the stone jetty of PORQUEROLLES harbor will be sighted and may be passed close by. This jetty marks the entrance to the cove, and after passing it craft will sight the beach 250 yards off their port bow.

Anchorage in 4 fathoms 700 yards offshore (outside the cove); bottom of mud and weed.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:60 from 12 feet deep to shore. There are no rocks or sandbars offshore and the approach is entirely clear of underwater obstructions.

There is a small-boat pier of light construction at the west limit of the beach, and the small harbor of PORQUEROLLES on the northeast end. This harbor has one narrow pier (12 feet wide and 120 feet long) serviced by a good road, and a 600 foot long jetty (quayed on its inner side) at the north end of the harbor. Depth of water along the quayed side of the jetty is charted 9 feet except at the inshore end where it quickly shallows to 3 feet.

SUITABILITY FOR TYPES OF CRAFT:

All types of craft. Pontoons required for LSTs. One LST at a time might come alongside the quayed jetty in the harbor but there are no deck facilities to assist unloading and the usable width of the quayed jetty is only about 13 feet.

DESCRIPTION OF TERRAIN FEATURES:

A narrow sand beach, 300 yards long, backed closely by a narrow lane and a line of tall trees. Behind the northeast end of the beach is the village of PORQUEROLLES.

Vehicles could exit at the north end of the beach onto the village streets, but elsewhere there are no prepared vehicle exits.

The beach is not suitable for maintenance, but using the northeast end of the beach in conjunction with the small harbor a limited amount of maintenance would be possible.

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4. POINTE DE LEQUIN (WEST)

LAT: 43° 00' N LONG: 06° 13' E.

MAP REF: Z-155855 to Z-162884.

APPROACH:

Located on the north shore of the ILE DE PORQUEROLLES and near the middle of the island, the approach to the beach is clear from the north and northwest. It is necessary for all craft approaching from the east to pass between the island and the mainland (distance 3 miles at the nearest point) before entering the RADE DE PORQUEROLLES, in which the beach occupies the southeast shore.

Craft should have no difficulty in locating the beach since there are three excellent landmarks: (1) The ruins of a large Chateau atop the wooded hill backing the eastern half of the beach, (2) a large round white tower on a wooded hill behind the southwest limit of the beach, and (3) POINTE LEQUIN cliffy and wooded with the ruins of an old castle atop it; just north of the northwest limit of the beach.

Anchorage in 5 fathoms 750 yards offshore; bottom of mud and weed.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:70 from 12 feet deep to shore.

A sand bar fronts the center sector of the beach at 40 to 45 yards offshore. There is likely no more than 2 feet of water over this bar. The sea-bed is uneven close in-shore in the western sector of the beach.

Two rocky outcrops cut through the beach in the northeastern sector and around both these points there is considerable submerged rock. The beach is flanked on either end by rocky promontories.

SUITABILITY FOR TYPES OF CRAFT:

All types of craft. Pontoons required for LSTs everywhere and for LCTs in the center sector due to the sand bar.

DESCRIPTION OF TERRAIN FEATURES:

1400 yards of narrow sand beach backed in the westernmost 400 yards by a line of trees and cultivated land, and for the remainder of its length by thick woods. There are two rocky outcrops cutting the beach in the western sector.

Several narrow sand track exits lead from the western sector, but they would require development before vehicles could use them. No exits suitable for vehicles exist in the northeast sector. Infantry can exit anywhere.

The Beach has only a limited value for maintenance from an army point-of-view.

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5. ANSE DE NOTRE DAME

LAT: 43° 01' N. LONG: 06° 14' E.

MAP REF: Z-171865 to Z-179872

APPROACH:

The beach occupies the entire south shore of the ANSE DE NOTRE DAME, a small C-shaped bay open to the north and northwest; approach is clear from these directions. It will be necessary for craft approaching the beach from the east to pass between the ILE DE PORQUEROLLES and the mainland (4 miles distant at the nearest point) since the beach lies on the north shore of the island.

Two pylons and a partly submerged wreck (all close together) close offshore on the northeast side of the bay, and craft should approach keeping well clear of the eastern shore of the bay to avoid these dangers.

Several mooring buoys are charted 800 yards off the beach, in the ANSE DE NOTRE DAME. Two of them are observed in photos one 450 yards offshore and the other 800 yards offshore. Anchorage in 4 fathoms 600 yards offshore; bottom of mud and weed.

The beach should be easy to identify by CAP MEDES, (the northeasternmost point of land on ILE DE PORQUEROLLES), which marks the eastern limit of the bay, and by the ruins of an old chateau atop the wooded ridge just southwest of the beach.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:52 from 12 feet deep to shore. No sand bars lie off the beach but the sea bed is very uneven close inshore there being several low sand ridges on the sea bottom. No rocks or other underwater obstructions occur off the beach.

SUITABILITY FOR TYPES OF CRAFT:

All types of craft. Pontoons required for LSTs.

DESCRIPTION OF TERRAIN FEATURES:

950 yards of narrow sand beach backed by dense woodland, and cut by several small streams. The woodland is 100 to 150 yards except in the northeast where they are 500 yards wide.

No exits suitable for vehicles occur. Infantry can exit anywhere.

The beach is not suitable for maintenance from an army point-of-view.

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6. ANSE DE PARFAIT

LAT: 43° 00' N. LONG: 06° 10' E.

MAP REF: Z-123850 to Z-124851

APPROACH:

The beach is located in a small U-shaped cove open to the south. The entrance to the cove is only 100 yards wide between rocky points. This is the only beach on the ILE DE PORQUEROLLES that can be approached from the south, i.e., without passing between the island and the mainland.

The beach will be easy to identify since it is located at the western tip of the island and a conspicuous fort stands on the cliff just west of the cove entrance.

Craft will have to anchor outside the cove in depths of 4 or 5 fathoms; bottom of mud and weed; good holding ground but exposed.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:28 from 12 feet deep to shore.

No underwater obstructions off the beach, but at the entrance to the cove there are submerged rock fringing the rocky coast on either side.

SUITABILITY FOR TYPES OF CRAFT:

All types of craft in limited numbers. Too little manouvering space in the cove for LSTs to use the beach.

DESCRIPTION OF TERRAIN FEATURES:

A narrow sand beach 180 yards long on the south side of a narrow neck of land.

One possible exit (by sand track) for vehicles near the center of the beach, but elsewhere a low escarpment backs the beach and exits would be difficult to prepare.

Infantry could exit anywhere by scrambling up the low escarpment.

The beach is not suitable for maintenance from an army point-of-view.

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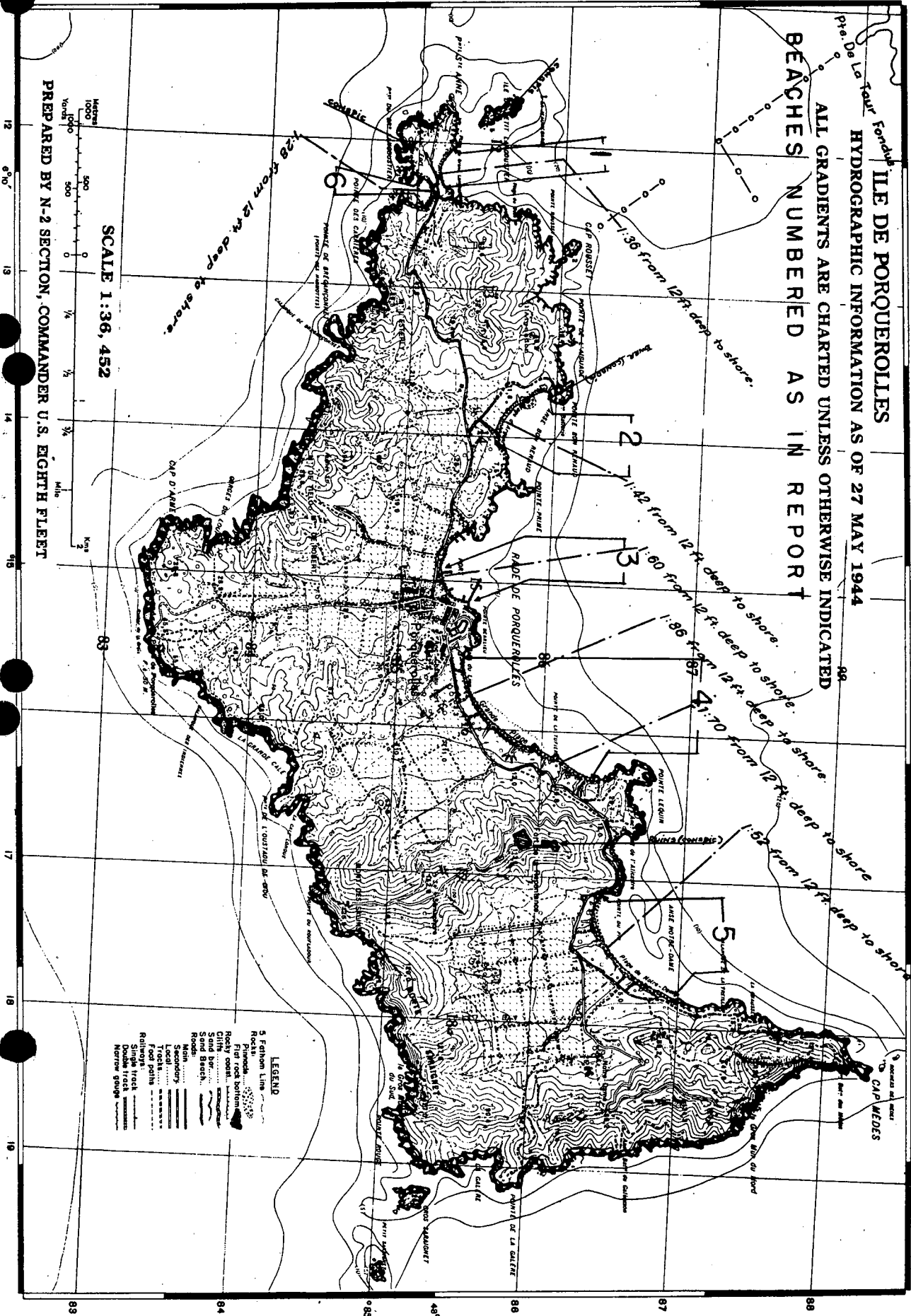
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ILE DE PORQUEROLLES
Fondus
HYDROGRAPHIC INFORMATION AS OF 27 MAY 1944
ALL GRADIENTS ARE CHARTED UNLESS OTHERWISE INDICATED
BEACHES NUMBERED AS IN REPORT

SCALE 1:36,452

PREPARED BY N-2 SECTION, COMMANDER U.S. EIGHTH FLEET

- LEGEND**
- 5 Fathom Line
 - Rocks
 - Pinacles
 - Rocky coast
 - Cliffs
 - Sand bar
 - Shoal
 - Roads
 - Meat
 - Secondary
 - Trees
 - Food plots
 - Railways
 - Trails
 - Double track
 - Narrow gauge



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BEACHES AND LANDING POINTS ON ILE DE PORT CROS (See diagram following page 8)

1. BEACH AT PLAGE DU SUD (Z-290861).

54 yards of sand beach located at the head of a small U-shaped cove on the western end of the island. The underwater gradient off this beach is about 1:65. Submerged rocks close inshore lie along either flank of the beach extending out to the cove entrance, but the near approach to the beach itself is clear if craft approach direct for the head of the cove from near the center of the cove entrance. It should be noted that a net or boom runs from ILE DE BAGAU to ILE DE PORT CROS and would block approach to this beach from the northeast. A pier of light construction 36 feet long is observed at the north end of the beach.

Suitable for landings from rubber boats or from two or three LCAs or LCVPs at a time. Too little maneuvering space exists in the small cove for LCTs to use the beach.

No exits for vehicles are observed and the immediate hinterland is hilly, rough, and so thickly wooded that preparation of exits is impractical. Infantry could exit anywhere by scramble up the slopes to gain the center heights of the island or the village of PORT CROS about a mile northeast of the beach.

Suitable only for infantry in small numbers.

2. BEACH AT PORT CROS (Z-297870 to Z-297866)

A 400 yard sand and shingle beach with a small boat harbor at the north end. The beach will be easy to locate by the fort on POINTE ST. MOULIN. It is well sheltered and has an underwater gradient of 1:30 in the north flattening evenly to 1:80 in the south. No underwater obstructions occur and all types of craft (in limited numbers) could beach along the northernmost 200 yards where the gradient is better than 1:60. Too little maneuvering space is in the cove for LSTs to use the beach, although one LST at a time might discharge onto a stone mole at the north end of the small harbor. This mole is 80 feet long and tapers from 40 feet wide at its root to 18 feet at the outer end. Depths of 5 feet are reported at the outer end. 20 yards east of the above-mentioned mole there is a small-boat pier 30 yards long. 250 yards southward another wooden boat pier 250 feet long. This harbor is well sheltered.

The beach is very narrow and the hinterland is densely wooded, except at the south end where there is a small cultivated field. Infantry could exit anywhere, but vehicles should be unloaded near the north end of the beach where they can gain the main road in front of the village of PORT CROS.

3. LANDING POINT AT LA PALU (Z-305874)

Located in a U-shaped cove on the north side of ILE DE PORT CROS approach to the beach is from the west-northwest only since

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a rocky bank extends from the east limit of the beach 400 yards northwesterly. The beach should be fairly easy to identify by a large fort and castle atop the high hill just west of the beach.

The underwater gradient (charted) is 1:40 from 10 feet deep to shore. A small rocky patch at the water's edge near the west limit of the beach is observed. The extreme east end of the beach is fouled by submerged rock.

Suitable for landings from rubber boats, or from one or two LCAs or LCVPs; too little maneuvering space for LCTs.

No prepared exits lead from the beach but infantry could exit by scramble up the wooded slopes to gain the center of the island.

Suitable for infantry in small numbers only.

4. BEACH AT HEAD OF ANSE DE PORT - MAN (Z-322871) (Point beach)

APPROACH:

Located at the head of ANSE DE PORT-MAN, a U-shaped inlet open to the northeast. The beach should be fairly easy to locate since the headland on the south side of the entrance to ANSE DE PORT-MAN has a large round tower and the ruins of an old castle atop its outer end. Once inside the inlet, the beach can be reached by simply running to the head of the cove since the beach occupies this entire shore.

Anchorage in ANSE DE PORT-MAN 300 yards offshore in 5 to 7 fathoms; bottom of mud and weed; well sheltered.

HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:70 from 10 feet deep to shore. Charts show a small patch of submerged rock 80 yards offshore of the center of the beach and air photographs confirm this. There are no other underwater obstructions to beaching.

A pier, 50 feet long projects from the center of the beach.

SUITABILITY FOR TYPES OF CRAFT:

LCAs, LCVPs, LCMs, LCT(5)s in limited numbers. (But see TERRAIN FEATURES below for useability of beach from an exit point-of-view).

TERRAIN FEATURES:

120 yards of sand beach backed by a row of small trees, and a small cultivated plain. Beyond the small plain, and on either flank of the beach the terrain rises steeply in wooded hills. There are no vehicle exits, and preparation of exits over the hills would be impossible.

Infantry can exit by foot paths up the hills into the center of the island.

Suitable for a small scale raiding party only.

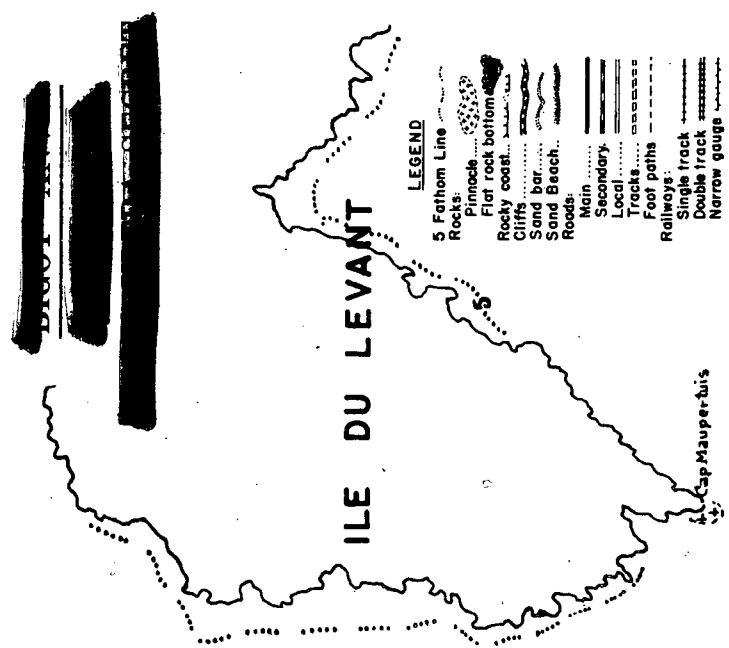
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ILE DU LEVANT

LEGEND

- 5 Fathom Line
- Rocks
- Pinnacle
- Flat rock bottom
- Rocky coast
- Cliffs
- Sand bar
- Sand Beach
- Roads
- Main
- Secondary
- Local
- Trails
- Foot paths
- Railways
- Single track
- Double track
- Narrow gauge

Map of Ile du Levant showing various geographical features and infrastructure. The map includes a legend with symbols for different types of terrain and transportation routes. The island is labeled 'ILE DU LEVANT' and has a small 'S' marking a specific location. The map is oriented with North at the top.



hilly and ~~thickly~~ wooded

ALL GRADIENTS ARE CHARTED UNLESS OTHERWISE INDICATED

Scale 1:25,000



HYDROGRAPHIC INFORMATION AS OF 6 JULY 1944

PREPARED BY N-2 SECTION, COMMANDER U.S. EIGHTH FLEET

File No.
A4-3

Serial: 00987

~~SECRET~~
~~TOP SECRET~~
~~RESTRICTED~~
ANNEX "A" to
OPERATION PLAN
No. 4-44

POSSIBLE LANDING POINTS ON ILE DU LEVANT (See diagram following page 10)

1. BEACH AT PORT DE L'AVIS (Z-354891) (Point beach)

APPROACH:

The beach is located in a small U-shaped cove open to the north, and is well protected. Since it is located on the north shore of the ILE DU LEVANT, craft will have to approach first from the east between the island and the mainland, then turn south and approach the beach from due north. The narrow passage between ILE DU LEVANT and ILE DE PORT CROS may be used, but is reported heavily mined.

The ruins of a large building atop the rocky promontory on the west flank of the beach is conspicuous. On close approach to the cove craft should site several white buildings on, and directly behind, the beach itself.

No satisfactory anchorage for small craft off this beach.

HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is about 1:40. The cove is small and flanked by submerged rocks, but the approach to the beach itself is clear. A pier is in the center of the beach projecting 100 feet into the water. This pier is about 10 feet wide and craft 30 feet long have been observed tied alongside. Westward from the pier the water's edge is rocky and sea-walled for 40 yards. This is the only unlandable area.

SUITABILITY FOR TYPES OF CRAFT:

LCAs, LCVPs, LCMs in very limited numbers since the cove is only 100 yards wide. LCT(5)s could beach, but would likely have to come in one at a time since the maneuvering space in the cove is very restricted.

TERRAIN FEATURES:

90 yards of shingle beach located in a narrow valley between steeply rising wooded slopes. The beach is divided in two by a pier in the center and a sea wall and rocky out-crop at the water's edge just west of the pier.

The eastern-most 50 yards of beach is best from an exit point of view, i.e., from the pier in the center to the east limit of the beach. A good road exit from the pier connects with the main road in the center of the island. Infantry could exit by scramble up the rugged slopes anywhere in the beach area.

Suitable for small-scale raiding party only.

~~SECRET~~
~~TOP SECRET~~
~~RESTRICTED~~

VIII-9

ANNEX "A"

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ANNEX "A" to
OPERATION PLAN
No. 4-44

2. Landing point just east of POINTE DU AVIS (Z-358893)

25 yards of shingle beach located in a small U-shaped cove close east of beach #1. This beach is suitable only for landings from rubber boats or perhaps one LCA or LCVP. The approach is clear of underwater obstructions but the cove is very narrow and rocky on each side. It would be difficult to locate, and if a landing were made here at night local pilotage would likely be necessary. No prepared exits are observed but infantry could scramble up the wooded slopes to gain the main road. This landing is suitable only for infantry in small numbers.

3. Landing Point at PLAGE DU TITAN (Z-382911)

55 yards of sand beach located in ANSE DU LISEROT, a small cove on the southeast side of ILE DU LEVANT and open to the south. The approach is considerably fouled by submerged rock through which there appears to be a narrow channel, but if the landing is made at night local pilotage may be necessary.

The beach will be difficult to locate at night. The beach is suitable for assault landings from rubber boats, or from one LCA or LCVP. After a reconnaissance is made LCMs and LCT(5)s likely could use the beach, one at a time, but there is very little maneuvering space.

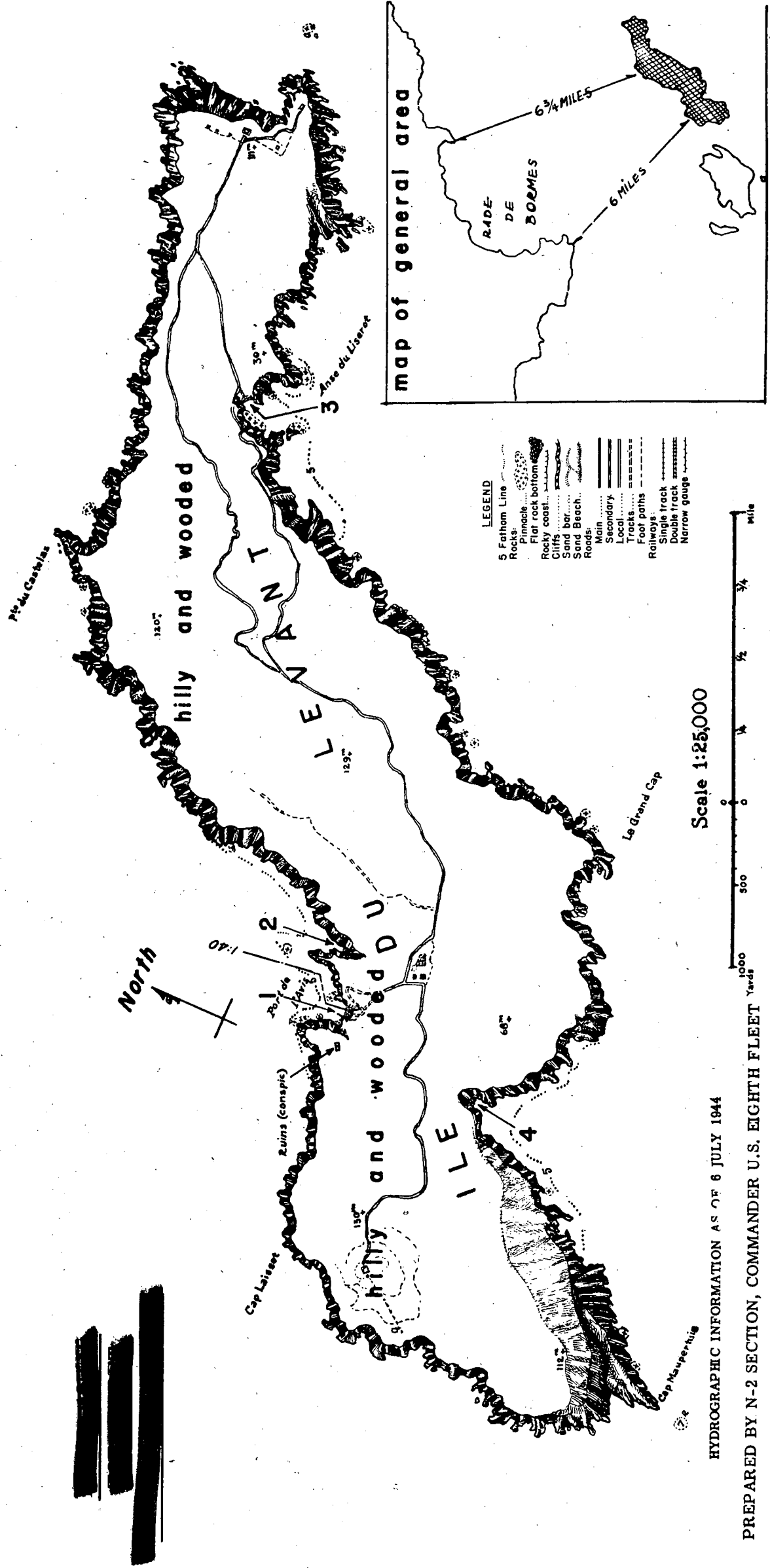
A good road exit runs direct from the beach to the main road of the island. Infantry can exit by road or scramble over the wooded slopes around the beach. Vehicles could exit from the beach over the existing road.

4. Landing Point at PLAGE DE RIOUFREDE (Z-353881)

20 yards of shingle located in a cove on the southwest side of the ILE DU LEVANT, the approach to the beach is from the south. The beach will be difficult to locate, and local pilotage will be necessary if a landing is attempted at night. The beach is suitable only for rubber boats or perhaps one LCA. There are no prepared exits and infantry would have to exit by scramble up the steep wooded slopes to gain the main road in the center of the island. Suitable for infantry in small numbers.

TOP SECRET

BEACHES AND LANDING POINTS ON ILE DU LEVANT numbered thus: 1, 2, 3, 4



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Serial: 00987

ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 256 J

RADE DE BORMES (SOUTHWEST)

LAT: 43° 07' N. LONG: 06° 22' E.

MAP REF: U-273988 to U-274996

APPROACH:

Located on the west shore of RADE DE BORMES, approach to the beach is clear from the east and southeast. The beach may be difficult to locate at night, the only recognizable feature being a heavily wooded ridge that runs close behind the south half of the beach and ceases abruptly behind the center. A large white house near the top of this ridge, behind the south end of the beach should be visible to craft on close approach.

Anchorage in depths of 6 fathoms 600 yards offshore; bottom of sand.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

Underwater gradients are as follows:

North end of beach, 1:38 (charted) from 12 feet deep to shore
Central portion of beach, 1:70 (charted) from 10 feet deep to shore.

South end of beach, 1:42 (charted) from 14 feet deep to shore

Two cusp-shaped sand bars lie off this beach except at the north where the outer bar does not exist. Wave studies indicate that the outer bar which lies 250 to 330 yards offshore has 8 to 10 feet of water over it and that the inner bar 75 to 130 yards offshore has 4 to 5 feet of water over it. Depths of 6 or 7 feet appear to exist inshore of the inner bar.

A rocky outcrop is observed at the center of the beach (U-273991) at the water's edge and submerged rock extends 50 yards out from it. Underwater rock flanks the beach at either end.

SUITABILITY FOR TYPES OF CRAFT:

DUKWs, LCAs, LCVPs, LCMs, LCT(5)s, though landings may be in some places due to nature of inner sand bar. Pontoons require for larger LCTs and for LSTs although it is possible that reconnaissance would reveal channels which could be used by these larger craft and LSTs.

DESCRIPTION OF TERRAIN FEATURES:

900 yards of sand beach, backed by an anti-tank ditch and wall except at the south end, where the ground is steeply rising and wooded. A rocky outcrop lies just south of the center of the beach. The hinterland is a wooded ridge behind the south half of the beach, and a small cultivated valley behind the north half.

After bridging the anti-tank ditch there would be several minor road exits from the north end of the beach.

The beach is not suitable for maintenance from an army point-of-view.

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ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 257

LE LAVANDOU

LAT.: 43° 08' N. LONG.: 06° 22' E.

MAP REF: U-276997 to U-281012

APPROACH:

Located on the west shore of RADE DE BORMES, approach is clear from the east and the southeast. The beach may be identified by the town of LE LAVANDOU directly behind the north end of the beach. The town is built on the south slope of a hilly and partly wooded headland flanking the beach on the north end. A rocky and wooded promontory marks the south limit of the beach and should be visible to craft on close approach.

Anchorage in depths of 6 fathoms 450 yards southeast of the head of the mole of the small harbor at LE LAVANDOU; bottom of mud and weed, excellent holding ground.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

Underwater gradient (charted) is 1:35 from 13 feet deep to shore at the north end and 1:36 from 14 feet deep to shore at the south end.

A cusp-shaped sand bar fronts the entire beach. It lies 75 to 200 yards offshore and wave studies indicate depths of 6 to 7 feet over it. One or two small patches in the north may have only 4 to 5 feet over them.

Submerged rocks are charted at the south end of the beach and air photographs confirm their existence. These rocks fringe the rocky promontory flanking the beach on the south, and extend seaward from it some 60 yards.

Inside the small-boat harbor at the north limit of the beach there is 50 yards of sand beach where small fishing vessels are beached, but it is doubtful if it would be of any use to landing craft since there is no maneuvering space in the harbor.

SUITABILITY FOR TYPES OF CRAFT:

DUKWs, LCVPs, LCAs, LCMs, and LCT(5)s. Pontoons for larger LCTs and LSTs.

DESCRIPTION OF TERRAIN FEATURES:

1,800 yards of sand beach, backed by a narrow belt of sand dunes behind which is an anti-tank ditch, and in the north by a promenade and the village of LAVANDOU in front of which are concrete obstacles. The immediate hinterland is a narrow cultivated plain, through which flows the river BATAILLIER, entering the sea near the center of the beach. On either flank of the beach the terrain is hilly and wooded.

With preparation M.T.s and AFVs could gain the promenade in the north sector and exit through the streets of LE LAVANDOU.

The beach should be suitable for maintenance after some preparation of exits and bridging of the anti-tank ditch or eliminating the obstacles.

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Serial: 00987

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~~TOP SECRET~~
~~CONFIDENTIAL~~
ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 257 A

ST. CLAIR

LAT.: 43° 08' N. LONG.: 06° 22' E.

MAP REF: U-290014 to U-291013

APPROACH:

The beach is located in a small C-shaped cove open to the southeast, and approach is from the southeast only. At the south end of the beach a rocky bank (PT. DU NARD-VIOU) extends eastward 200 yards. Most of this bank is above surface or awash, but the outer tip (50 yards) is 3 feet below surface.

The beach may be difficult to locate at night since there are no good landmarks that would be visible for any distance seaward. There is a tall square building behind the south end of the beach and a group of 3 white villas, close together behind the north sector that should be visible to craft on close approach.

Anchorage in 6 fathoms 400 yards offshore; bottom of sand.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

Underwater gradient (charted) is 1:45 from 12 feet deep to shore.

No sand bars exist off the beach but the sea-bed is very uneven close inshore. There is a rocky bank extending 200 yards eastward from the south end of the beach, and submerged rocks flank the beach on the north end.

Exposed to the southeast but well sheltered from other directions.

SUITABILITY FOR TYPES OF CRAFT:

All types of craft and LSTs.

DESCRIPTION OF TERRAIN FEATURES:

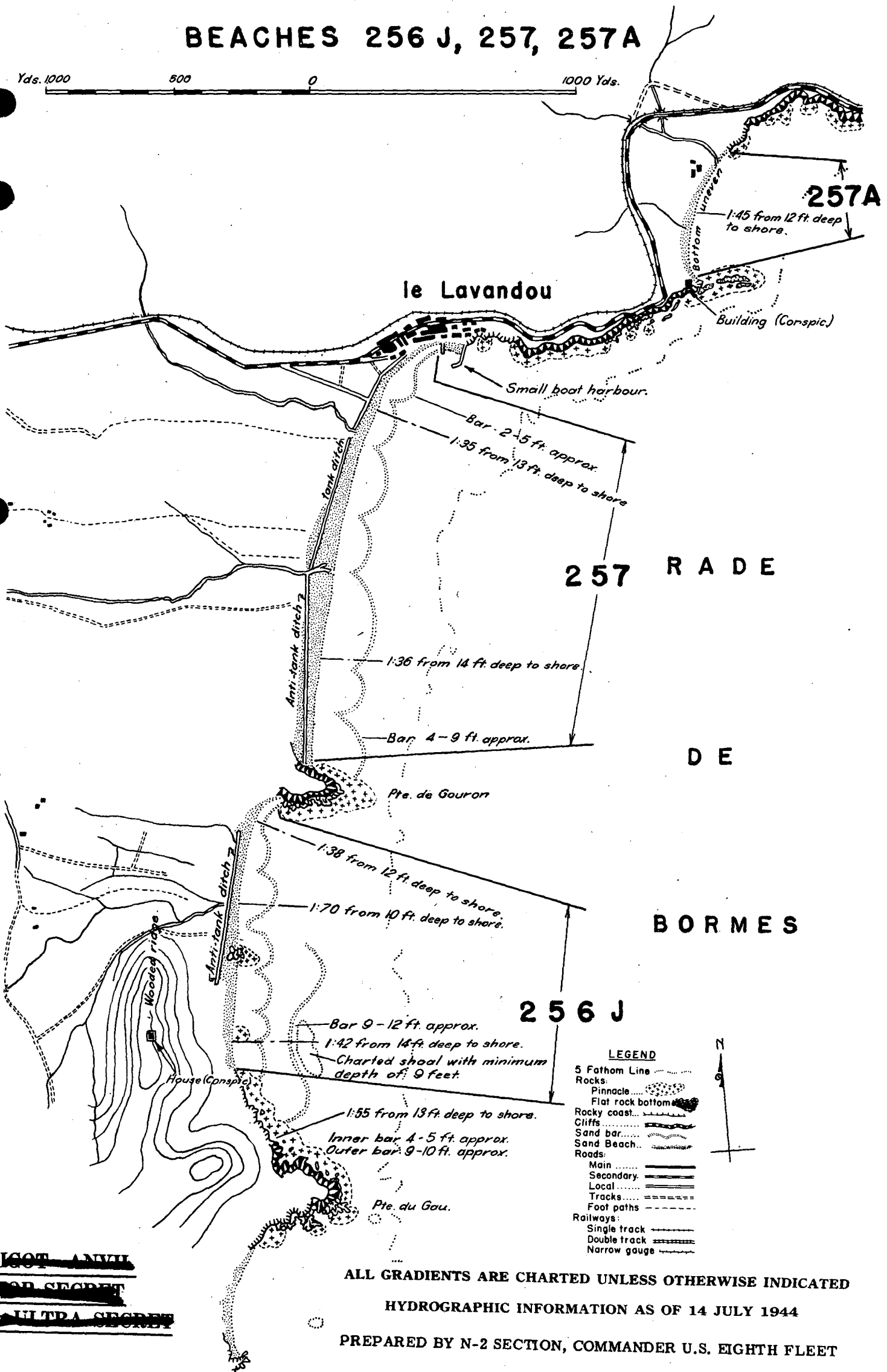
500 yards of sand beach backed by a narrow belt of rough sand with scrub, behind which a narrow lane runs parallel to the beach and inland of this cultivated fields with walls and some houses. The stream of ST. CLAIR cuts the beach at the north end.

The main coast road runs roughly parallel to the beach 300 yards inland; there are several minor sand roads from the beach to it usable by AFVs and M.T.s after slight preparation near the beach.

The suitability of the beach for maintenance is limited by its small size, but otherwise it is all right.

BEACHES 256 J, 257, 257A

Yds. 1000 500 0 1000 Yds.



BIGOT

TOP SECRET

French **ULTRA SECRET**

ALL GRADIENTS ARE CHARTED UNLESS OTHERWISE INDICATED

HYDROGRAPHIC INFORMATION AS OF 14 JULY 1944

PREPARED BY N-2 SECTION, COMMANDER U.S. EIGHTH FLEET

File No.
A4-3

Serial: 00987

ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 257 E

AIGUEBELLE

LAT.: 43° 09' N. LONG.: 06° 24' E.

MAP REF: U-305024 to U-308026

APPROACH:

The beach is located in a shallow, C-shaped cove open to the south. A submerged rocky bank extends 330 yards south from a rocky point just east of the beach, and the depth of water over these rocks is only 2 feet, so that the approach to the beach is clear from the south or south-southwest only.

The beach may be difficult to locate at night, since there are no good landmarks. Craft approaching from the south or south-southwest will first pass PTE. DE LA FOSSETTE, a low, wooded rocky cape southwest of the beach, and they should then make the close approach to the beach keeping within 250 yards of the coast in order to clear the rocky bank mentioned above. On close approach to the beach a group of houses of AIGUEBELLE should be visible, and these stand just behind the east sector of the beach.

Limited anchorage in 6 fathoms 350 to 400 yards offshore; bottom of mud and weed, with some rocks.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

Underwater gradient (charted) is 1:16 from 10 feet deep to shore.

No sand bars or rocks lie directly off the beach, but submerged rocks flank the beach at either end.

SUITABILITY FOR TYPES OF CRAFT:

All types of craft and LSTs.

DESCRIPTION OF TERRAIN FEATURES:

300 yards of sand beach backed by low ground and the main coast road and railway on a slightly higher level. Beyond the coastal road the terrain is hilly.

The coast road is nowhere more than 75 yards inland of the beach, and there are several tracks leading to it. Infantry could exit anywhere.

The beach has a limited value for maintenance on account of its small size.

File No.

A4-3

Serial: 00987

ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 258

ANSE DE CAVALIERE

LAT.: 43° 09' N. LONG.: 06° 25' E.

MAP REF: U-322027 to U-335027

APPROACH:

The beach occupies almost the entire shoreline of the ANSE DE CAVALIERE, a C-shaped bay about one mile wide at its entrance between PTE. DE LAYET on the west and CAP NEGRE on the east. The beach has numerous villas close behind it, notably in the western sector. These houses are likely not visible for any distance seaward, but would be landmarks to craft approaching.

Anchorage in 5 fathoms about 250 yards offshore anywhere in the bay; bottom of mud and weed, good holding ground.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

Underwater gradient (charted) is 1:35 from 13 feet deep to shore at the west end and 1:30 from 12 feet deep to shore at the east end.

The beach is flanked by subsurface rock areas at either end, but the approach to the beach itself is clear. The bottom is mud with heavy weed seaward of a line 70 yards from shore. Depths here are about 10 feet.

SUITABILITY FOR CRAFT:

All types of craft and LSTs.

DESCRIPTION OF TERRAIN FEATURES:

1,550 yards of soft sand beach, backed close inland by a good coastal highway. A narrow strip of woodland lies between beach and coast road in the center sector. The hinterland is a flat cultivated plain behind the center but wooded hills at either end of the beach.

The small village of CAVALIERE stands back of the west sector and exit from beach to coast road is best here, since there are several prepared tracks. With preparation, exits for vehicles could be prepared almost anywhere along the beach.

With some development the beach could be used for maintenance although there is no good inland road net and vehicle movement will be largely restricted to the coastwise roads.

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A4-3

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~~TOP SECRET~~

~~SECRET~~

ANNEX "A" to
OPERATION PLAN

No. 4-44

BEACH 258 A

PRAMOUSQUIER

LAT: 43° 09' N. LONG: 06° 26' E.

MAP REF: U-342029 to U-344032

APPROACH:

Located in a small shallow bay just northeast of CAP NEGRE, the approach to the beach is clear from the southeast. It may be identified by CAP NEGRE, a large rocky cliff, heavily wooded, just southwest of the beach. Several white houses lie on a rocky hill side at the north end of the beach would be visible to craft on close approach.

Limited anchorage in 6 fathoms 400 yards off the beach; exposed to the south and east.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:36 from 10 feet deep to shore.

Several small isolated rocks lie close offshore at the south end of the beach; elsewhere the approach is entirely clear. Submerged rock flank the beach at either end, extending some 30 yards seaward and fringing the rocky headlands on either side of the beach.

SUITABILITY FOR CRAFT:

All types of craft and LSTs but in limited numbers due to small size of beach.

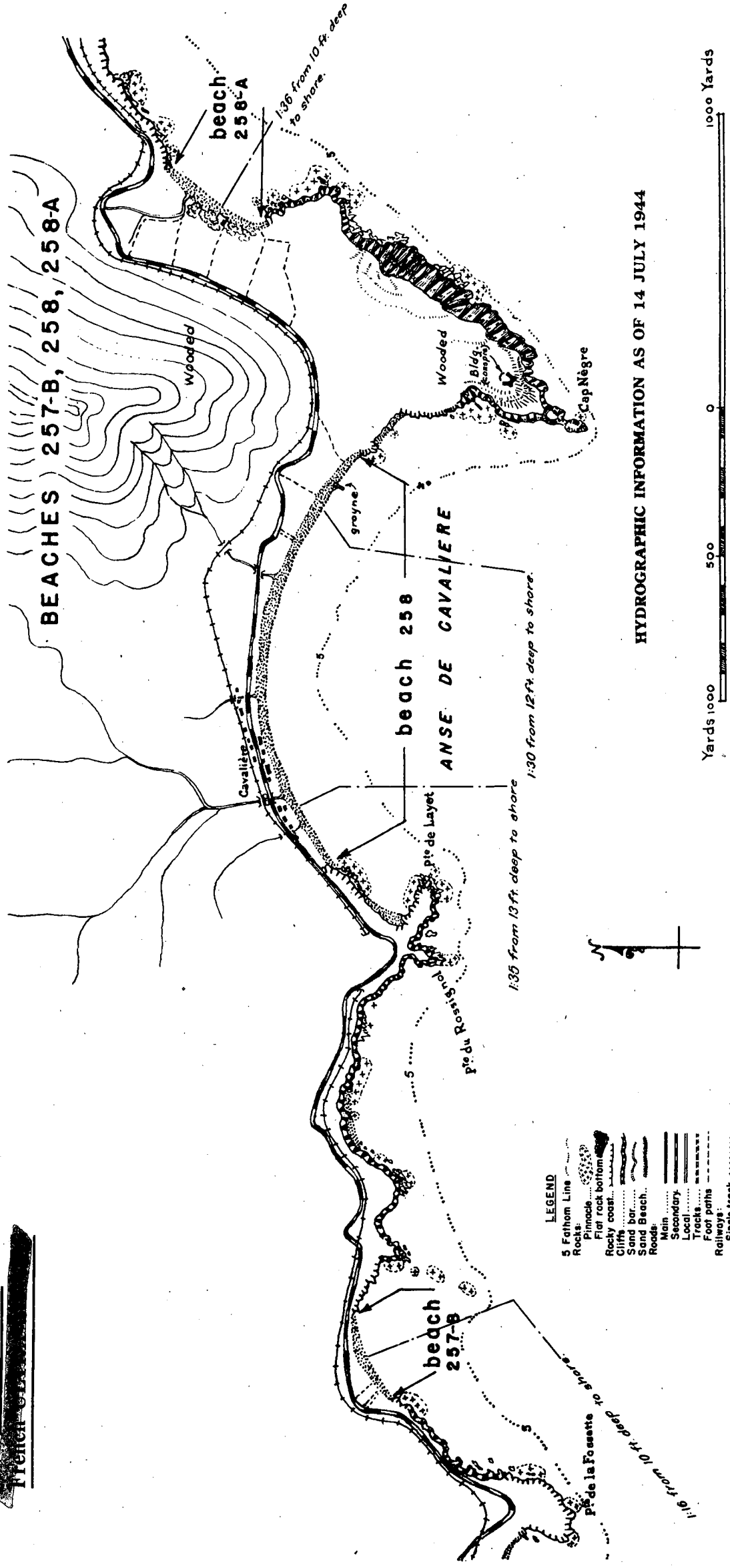
DESCRIPTION OF TERRAIN FEATURES:

400 yards of sand beach backed by a narrow belt of trees and bounded at either end by rocky headlands. A small stream enters the sea just north of the mid-point of the beach. The immediate hinterland is cultivated slopes, rising to wooded hills close inland.

The main coast road runs roughly parallel to the beach 250 yards inland. Several small tracks run from the beach to the coast road, but none would be usable by vehicles without some preparation across the cultivated fields.

The beach is not suitable for maintenance.

~~SECRET~~



HYDROGRAPHIC INFORMATION AS OF 14 JULY 1944

PREPARED BY N-2 SECTION, COMMANDER U.S. EIGHTH FLEET

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File No.
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ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 258 B

POINTE MALPAGNE (WEST)

MAP REF: U-354036 to U-357037

APPROACH:

Located in a small C-shaped cove open to the south, approach is clear from south through southwest. The beach will be difficult to locate at night, but CAP NEGRE, 2600 yards southwest of the beach may serve for a distant reference, and a square white tower on the heights just behind PTE. MALPAGNE (400 yards SE of the beach) should be visible to craft on close approach.

Anchorage in 6 fathoms, 450 yards offshore; bottom of mud and weed; exposed only to the south.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:35 from 12 feet deep to shore.

No rocks or sand bars lie directly off the beach, but submerged rock flank the beach at either end.

SUITABILITY FOR TYPES OF CRAFT:

All types of craft and LSTs in limited numbers due to size of beach.

DESCRIPTION OF TERRAIN FEATURES:

375 yards of sand beach backed by hilly and thickly wooded terrain.

The main coast road and railway lie some 200 yards behind the beach and there are several narrow sand road exits from the beach to it. AFVs could use these exits without difficulty but some preparation may be necessary for M.T.s. Vehicle movement would be restricted to the coast road for there are no inland-going roads.

The beach is not suitable for maintenance from an army point-of-view.

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~~SECRET~~
ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 258-C

R. MALPAGNE (EAST)

MAP REF: U-366036 to U-368035

APPROACH:

Located in a small C-shaped cove, open to the south; approach to the beach is clear from south through southeast. A rocky bank (MALPAGNE) extends 250 yards south from the headland just west of the beach and obstructs the seaward approach from the southwest.

The beach will be difficult to locate at night, for there are no good landmarks. CAP NEGRE, 2 miles WSW of the beach may be useful as a distant reference point, and a large white house on the heights just east of the beach should be conspicuous to craft on close approach.

Anchorage in 6 to 10 fathoms 400 yards off-shore; bottom of mud and weed; exposed to the south but well-sheltered from other directions.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient is 1:30 from 13 feet deep to shore.

No rocks or sand bars are observed directly off the beach and the approach is clear of underwater obstructions. Submerged rock flank the east end of the beach.

SUITABILITY FOR TYPES OF CRAFT:

All types of craft and LSTs in limited numbers due to size of beach.

DESCRIPTION OF TERRAIN FEATURES:

475 yards of sand beach backed by wooded hills with some villas close behind the beach.

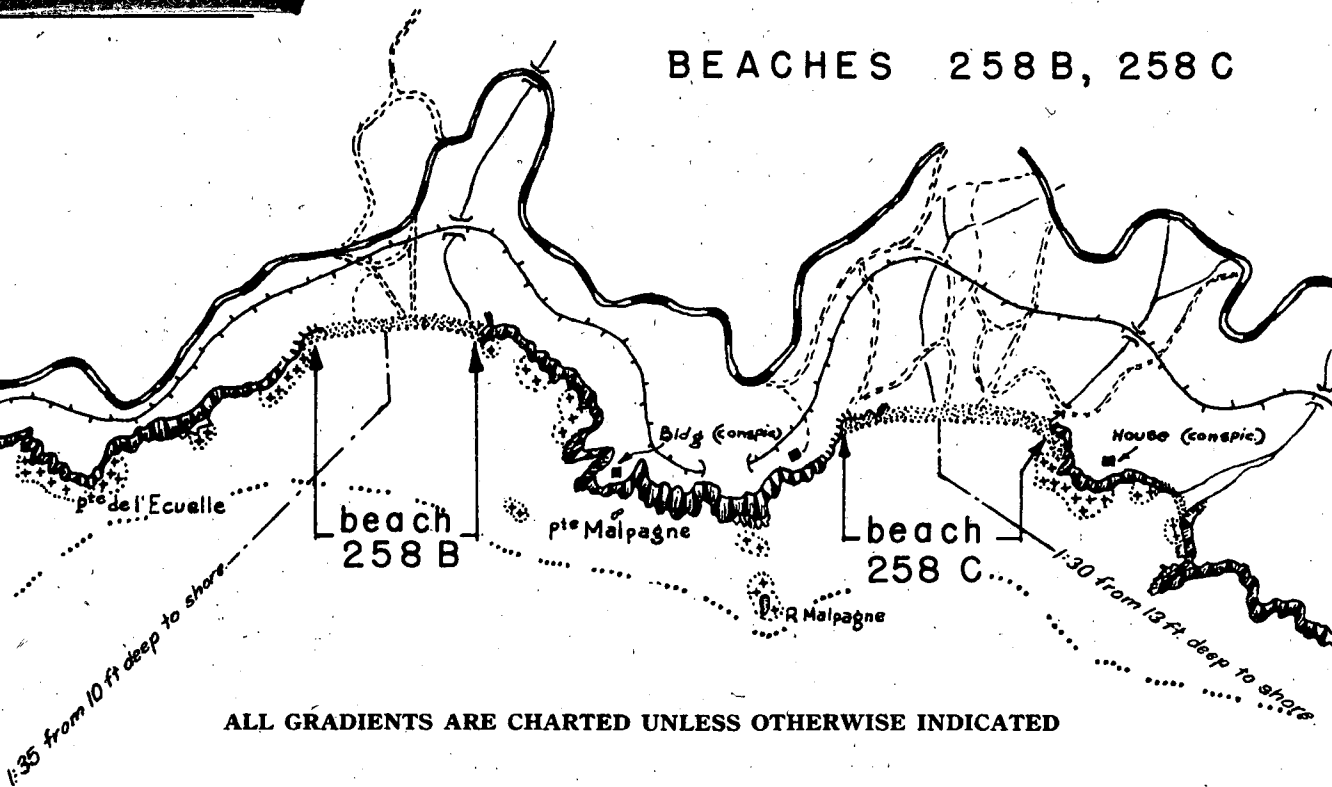
The main coast road and railway lie 300 yards inland, and there is one road exit from the center of the beach to it. Other exits would be difficult to prepare since the terrain is rough and thickly wooded. Infantry could exit anywhere.

The beach is not suitable for maintenance from an army point-of-view.

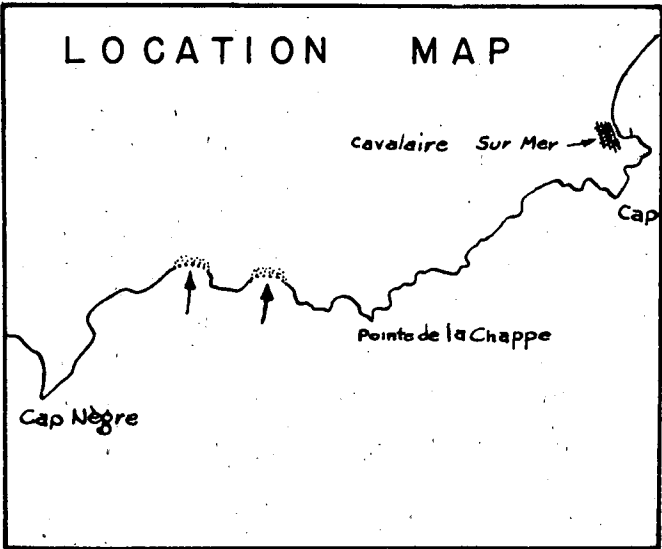
TOP SECRET

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BEACHES 258 B, 258 C



HYDROGRAPHIC INFORMATION AS OF 14 JULY 1944



LEGEND

- 5 Fathom Line
- Rocks:
 - Pinnacle
 - Flat rock bottom
- Rocky coast
- Cliffs
- Sand bar
- Sand Beach
- Roads:
 - Main
 - Secondary
 - Local
- Tracks
- Foot paths
- Railways:
 - Single track
 - Double track
 - Narrow gauge

File No.

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~~SECRET - ANNEX~~

~~TOP SECRET - FRODO~~

~~French, U.S. Navy, etc.~~

ANNEX "A" to
OPERATION PLAN

No. 4-44

BEACH 259

BAIE DE CAVALAIRE (WEST) (see panoramic beach sketch)

LAT: 43° 10' N. LONG: 06° 32' E.

MAP REF: U-414055 to U-434076

APPROACH: (see identification photo following this page)

Located on the west and northwest shore of the BAIE DE CAVALAIRE, a C-shaped bay, open to the south. The bay is 4 miles wide at its entrance between CAP DE CAVALAIRE on the west, and CAP LARDIER on the east. Once inside the bay, the beach can be located by the village of CAVALAIRE SUR MER which stands directly behind the southwest end of the beach.

Anchorage 400 yards offshore in 6 fathoms; bottom of mud and weed; good holding ground.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) varies from 1:30 at the east end to 1:34 near the west end from 11 feet deep to shore.

A sand bar runs almost the entire length of the beach. At its southwestern extremity it is 80 yards offshore and may have about 5 feet of water over it. As it extends northeast it becomes cusp-shaped and gets closer to shore until it comes within 20 yards of the waterline. Here the depth of water over the bar may be 1 foot. Inshore of the bar along its western portion the sea bottom may deepen to 7 feet but at the eastern end it probably deepens very little.

A jetty 225 feet long extends northward from POINTE DE CAVALAIRE at the western end of the beach. It is quayed on its inner side and has charted depths of 9 feet at its outer end shallowing to 3 feet alongside the inner half.

At the present time underwater obstacles are observed being laid along the western portion of this beach.

SUITABILITY FOR TYPES OF CRAFT:

DUKWs, LCAs, LCVs, LCMs, and LCT(5)s although landings will be wet probably along the eastern half or third of the bar. Pontoons for larger LCTs and LSTs in the central portion of the beach, but probably not needed southwest of the bar's western extremity and along the eastern portion of the beach.

A good beach from the navy point of view.

DESCRIPTION OF TERRAIN FEATURES:

3,900 yards of sandy beach from 20 to 50 yards wide backed by a narrow belt of covered dunes, behind which is the coast road and railway.

Road and track exists suitable for vehicles are observed, but some tracking through the dunes might be necessary for MT.

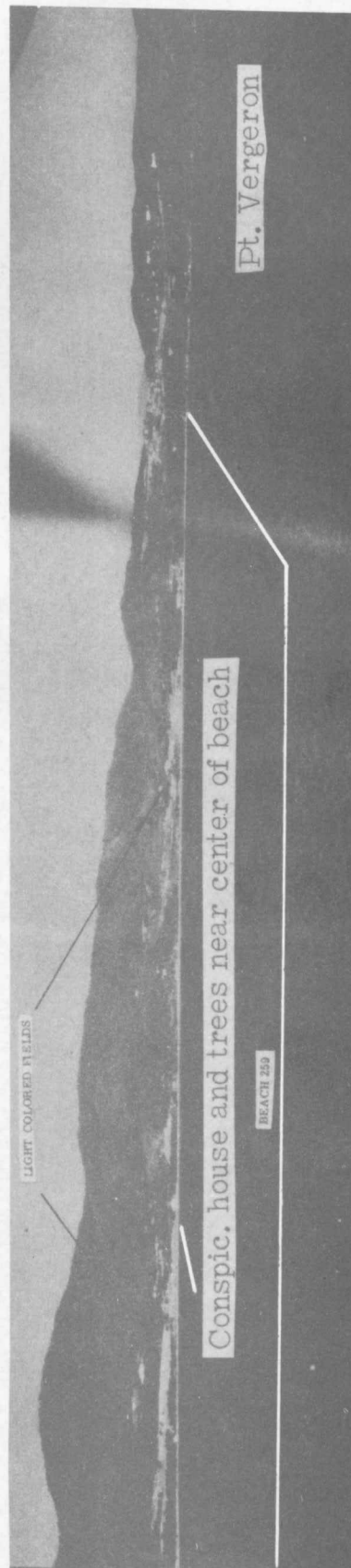
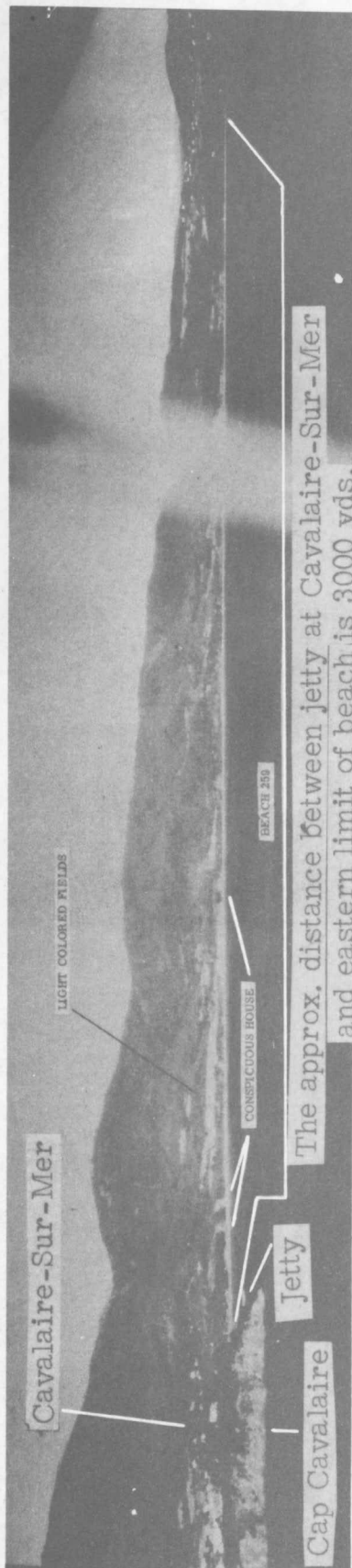
This beach is suitable for maintenance from an army point-of-view.

~~SECRET - ANNEX~~

~~TOP SECRET - FRODO~~

~~French, U.S. Navy, etc.~~

IDENTIFICATION AIDS BEACH 259



Beach 259 lies in the western half of the Bay of Cavalaire. The western limit of the beach can be identified by Pt. Cavalaire, and on close approach by a small jetty at Cavalaire-Sur-Mer. The eastern limit can be identified by the stretch (2000 yds. long) of rocky, wooded coastline of Pt. Vergeron, which divides beaches 259 and 260.

BIGOT - ANVIL

TOP SECRET

French ULTRA SECRET

IDENTIFICATION AIDS
BEACH 259



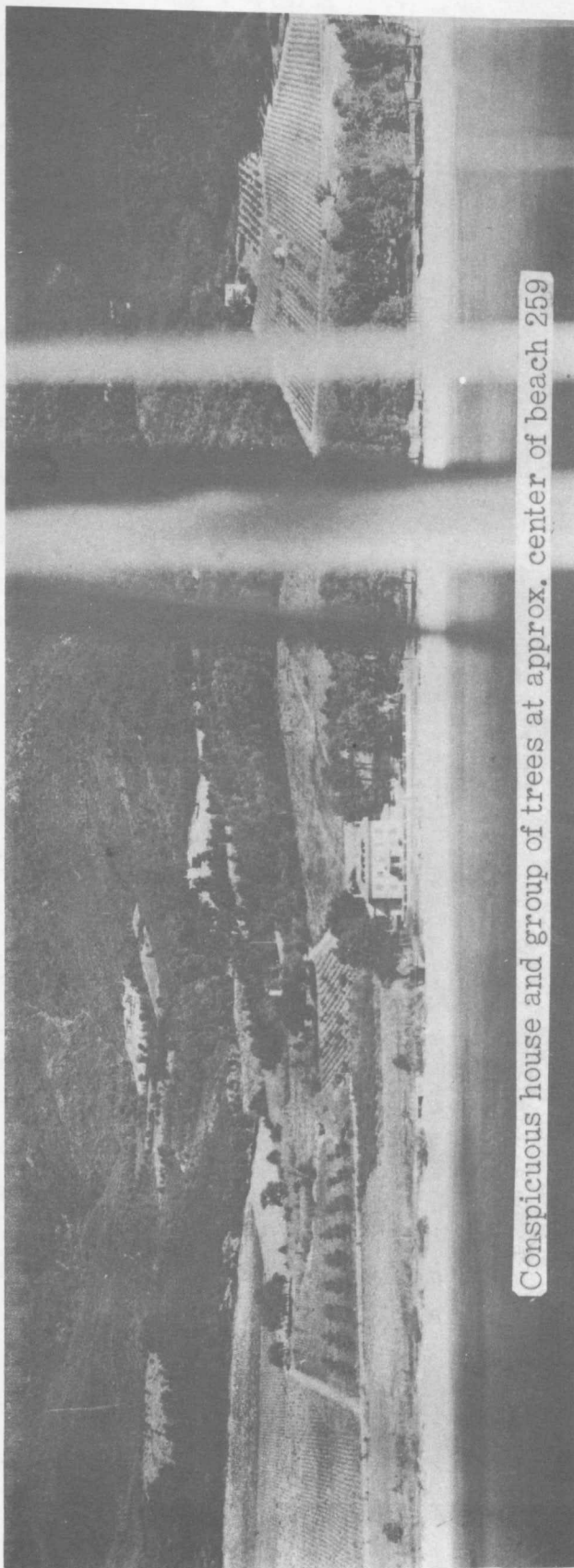
View of left flank of Beach 259 showing the village of Cavalaire Sur Mer

BIGOT - ANVIL

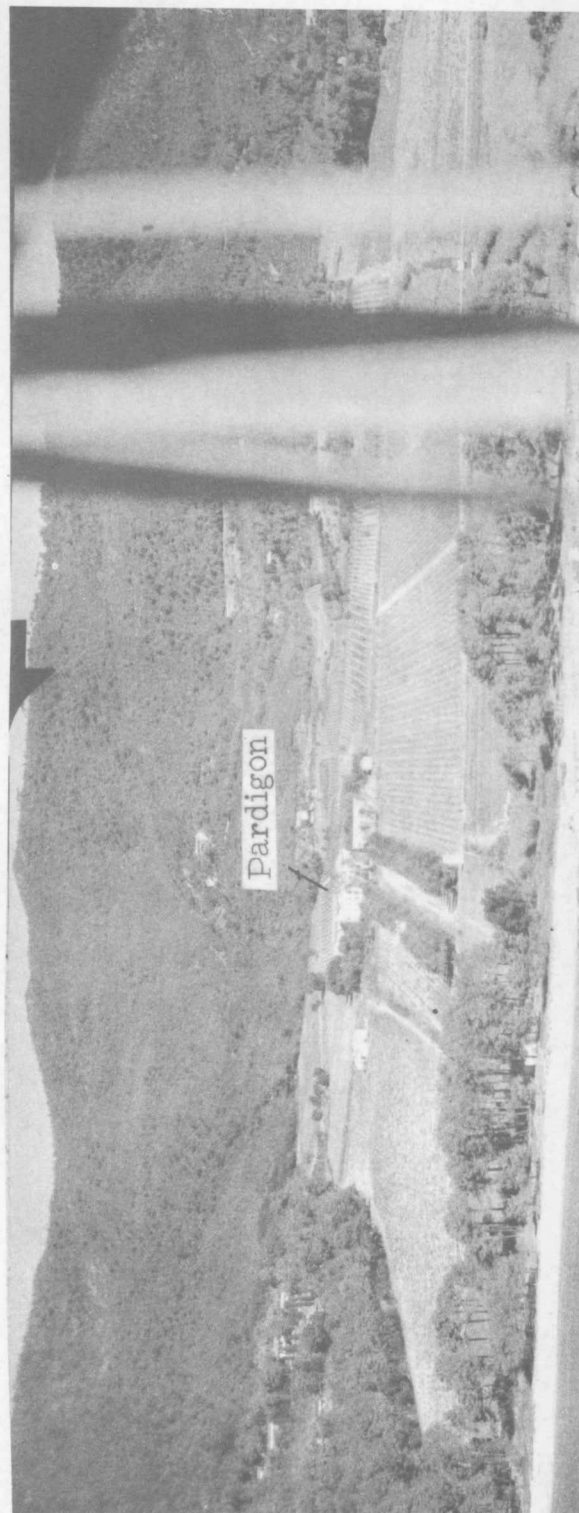
TOP SECRET

French ULTRA SECRET

IDENTIFICATION AIDS
BEACH 259



Conspicuous house and group of trees at approx. center of beach 259

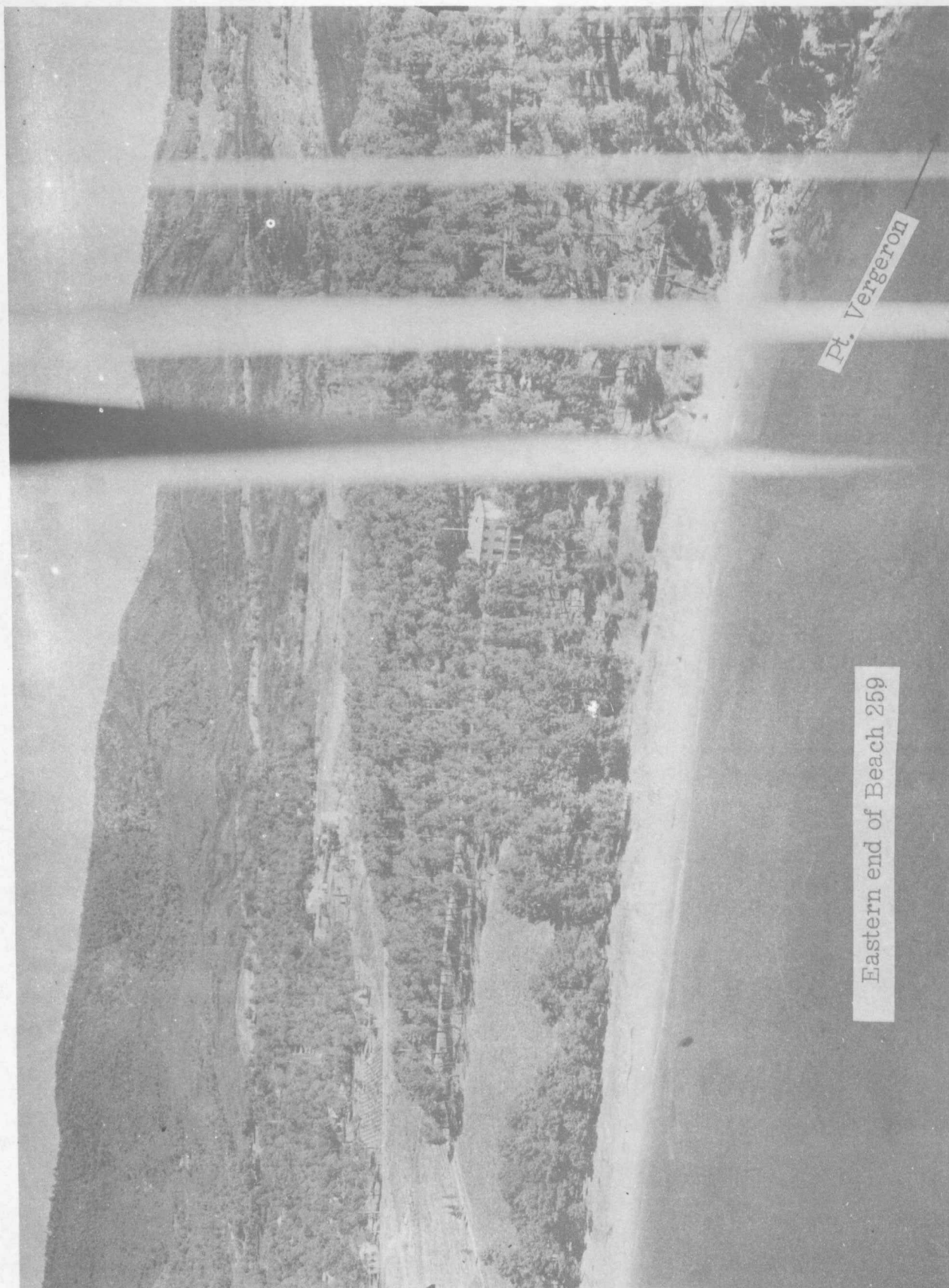


Elevated close-up of Beach 259 between center and right flank, showing Pardigon

BIGOT - ANVIL

French

IDENTIFICATION AIDS
BEACH 259



BIGOT - ANVIL
TOP SECRET
French ULTRA SECRET

File No.

A4-3

Serial: 00987

ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 260

BAIE DE CAVALAIRE (EAST) (see panoramic beach sketch)

LAT: 43° 11' N. LONG: 06° 55' E.

MAP REF: U-453073 to U-467070

APPROACH:

The beach is located on the northeast shore of the BAIE DE CAVALAIRE, a C-shaped bay open to the south. The bay is 4 miles wide at its entrance between CAP DE CAVALAIRE on the west and CAP LARDIER on the east. Once inside the bay, the beach may be identified by POINTE VERGERON, high cliffy and rocky, close west of the beach, and POINTE DUBREVIL, 1/2 mile southeast of the beach.

Anchorage anywhere 400 yards off the beach in 5 to 6 fathoms; mud and weed bottom with some rocks.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:20 from 14 feet deep to shore at the west end and 1:35 from 10 feet deep to shore at the east end.

A rock bottom off the beach is charted and confirmed by air photographs. At several points along the beach there are patches of flat rock outcrops just below the water line, and although they do not appear to project up from the sea bed, the fact that they are in depths of only 1 or 2 feet might make them dangerous to craft. After reconnaissance, craft could beach in the clear sand areas between rocky patches, notably in the east sector where the easternmost 350 yards of beach are clear of approach. The beach is unsuitable for night assault, unless it be on a small scale with landings restricted to the east end of the beach only (350 yards).

SUITABILITY FOR CRAFT:

All types of craft and LSTs after reconnaissance.

DESCRIPTION OF TERRAIN FEATURES:

1,500 yards of sand beach with shell fragments and with some flat rock outcrops at the waterline. Backed by a low, easily accessible coastline that is cut by several streams. The beach is flanked at the west end by a rocky outcrop and in the east by low cliffs. The hinterland is wooded hills.

A minor sand road parallels the beach from 30 to 80 yards inland. AFVs could gain it without difficulty, but some preparation would be necessary for M.T.

The beach has limited value for maintenance from an army point-of-view.

File No.

A4-3

Serial: 00987

ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 260-A

BAIE DE BRIANDE

LAT: 43° 10' N. LONG: 06° 38' E.

MAP REF: U-492060 to U-496061

APPROACH:

Located on the north shore of the BAIE DE BRIANDE, the beach may be identified by CAP LARDIER, a high and cliffy rock cape 2,000 yards southwest of the beach, and CAP TAILLAT, a rocky promontory, barren and gray, 1,000 yards southeast of the beach.

The bay affords anchorage in depths from 5 to 10 fathoms, 400 yards offshore, sheltered from the MISTRAL, but exposed to the south.

When approaching the BAIE DE BRIANDE from the eastward, CAP TAILLAT should be given a berth of 1/2 mile since submerged rocks extend southeastward from it.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:30 from 14 feet deep to shore.

The approach to the easternmost 120 yards of beach is fouled by submerged rock, close inshore. The extreme west end of the beach is fronted by a rocky patch and rocks extend 100 yards seaward from the west flank. There are no other obstructions to the seaward approach. The usable frontage of the beach for landing is 360 yards. The beach is 500 yards long over-all, but 120 yards at the east end and 20 yards at the west end are fouled by offlying rock as cited above.

SUITABILITY FOR CRAFT:

All craft and LSTs.

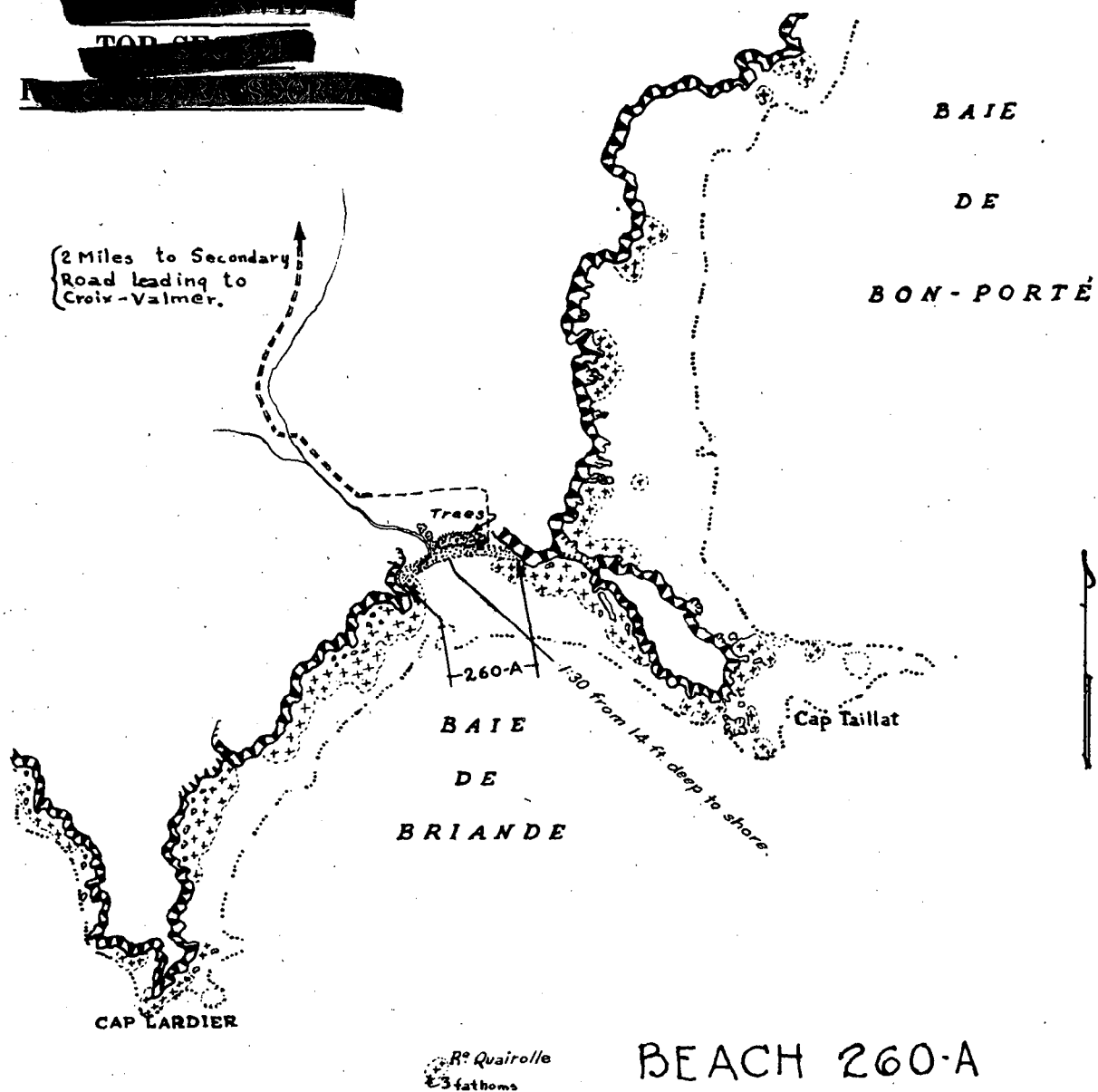
DESCRIPTION OF TERRAIN FEATURES:

500 yards of shingle beach backed by a flat narrow valley through which runs a small stream entering the sea near the west end of the beach. The beach is bounded at either end by steep-rocky hills that are mostly tree covered. A clump of large trees lie back of the center of the beach.

Two small track exits lead to poor sand roads close inland, but the nearest road of any consequence lies 2-1/2 miles inland.

The beach is not suitable for maintenance from an army point-of-view.

TOP SECRET



R^e Quairolle
3 fathoms

BEACH 260-A



SCALE 1 : 25,000

LEGEND

5 FATHOM LINE

ROADS

ROCKS:

PINNACLE

FLAT ROCK
BOTTOM

ROCKY COAST
CLIFFS

SAND BARS

SAND BEACH

MAIN

SECONDARY

UNSURFACED

TRACKS

FOOT PATHS

ALL GRADIENTS ARE CHARTED UNLESS OTHERWISE INDICATED

HYDROGRAPHIC INFORMATION AS OF 15 JULY 1944

PREPARED BY N-2 SECTION, COMMANDER U.S. EIGHTH FLEET

File No.
A4-3

Serial: 00987

ANNEX "A" to
OPERATION PLAN
No. 4-44.

BEACH 261

BAIE DE PAMPELONNE (see panoramic beach sketches)

LAT: 43° 14' N. LONG: 06° 40' E.

MAP REF: U-517105 to U-518144.

APPROACH: (see identification photos following this page)

The BAIE DE PAMPELONNE lies between the rocky headlands of CAP DU PINET in the north and POINTE DE BONNE TERASSE in the south.

The outer approach is clear from the east except for underwater obstacles being laid.

The beach can be identified by CAP CAMERAT on the south with the lighthouse on it.

Anchorage 400 to 600 yards offshore in 6 fathoms; fine sand bottom; good holding ground.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient varies from 1:66 to 1:48 from 10 feet deep to shore.

North of the shoal and rock SECHE DE SALAGRUE (U-516129) the sand bars are ill-defined and can be regarded as negligible.

South of this are two systems of cusp-shaped bars. Wave studies indicate that the outer, lying 200 to 250 yards offshore has 8 to 10 feet of water over it, and owing to its shape depths will vary rapidly along its length.

The inner bar is very broken, and lies 20 to 120 yards offshore; wave studies show depths over it vary between 3 and 5 feet the deeper clearances being further to seaward and the shallow ones on the crescent points. Owing to the extreme irregularity of the inner bar, the bottom may be more clearly described as "potholed" from the waterline to 150 yards offshore, with depths of 3 to 6 feet occurring at random.

Submerged rocky patches ^{lie} 50 yards offshore from the northernmost 150 yards of this beach. A large rock, SECHE DE SALAGRUE is charted 140 yards off the center of the beach with 1 foot of water over it and this is confirmed by air photos.

Weed banks are observed along the northern and southern ends of the beach along the water's edge.

A double row of underwater obstacles, 2,600 yards in length and from 50 to 100 yards offshore lies along the northern third of the beach. They are in 3 to 5 feet of water.

SUITABILITY FOR TYPES OF CRAFT:

DUKWs, LCAs, LCVPs, LCMs, and LC T(5)s anywhere, although landings may be wet if craft hits one of the inshore parts of the inner sand bar. Larger LCTs and LSTs will probably clear the outer bar in most places but reconnaissance is desirable if possible.

File No.
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ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 261 (Continued)

A fine, soft sand beach, 4,500 yards long backed by a narrow belt of low dunes, beyond which the terrain is low and flat at either end of the beach, but wooded and steeply rising toward the center.

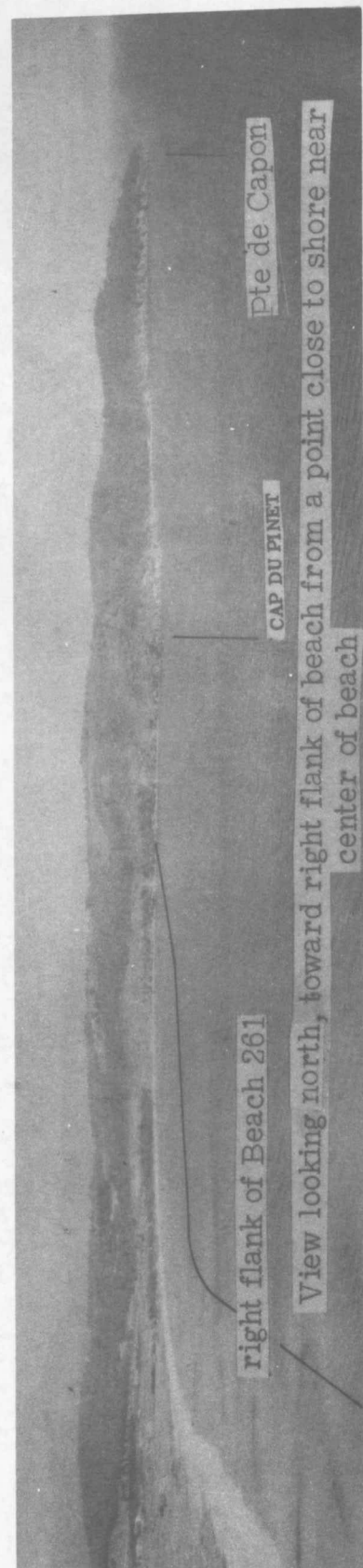
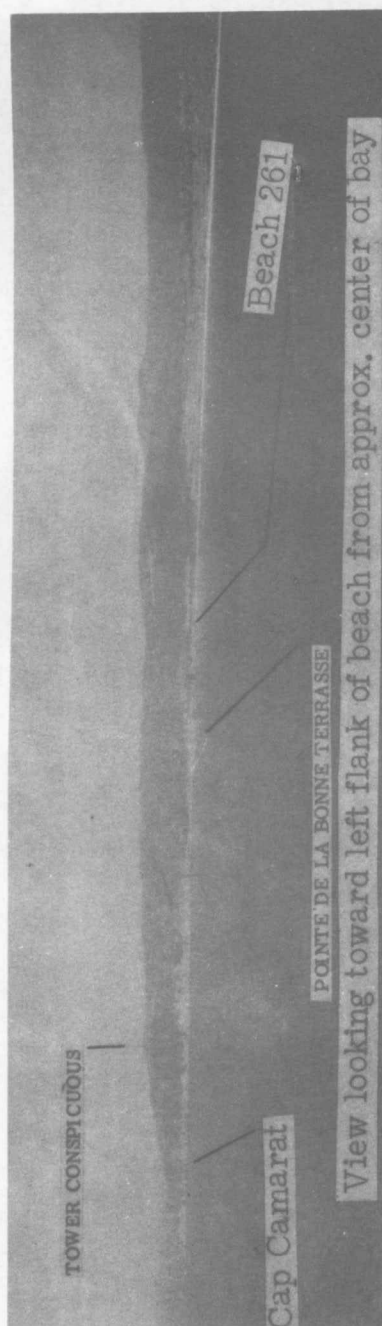
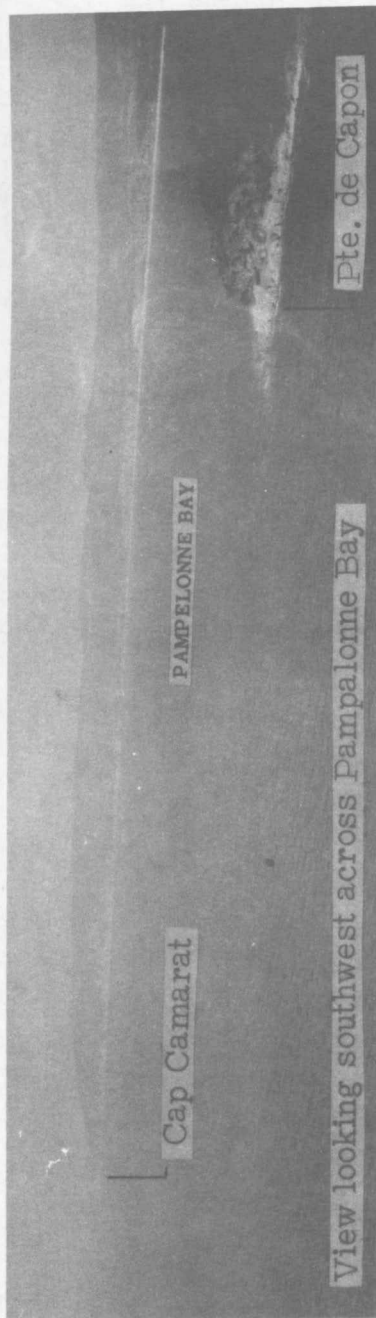
Weed banks possibly 4 feet high are observed along the waters edge of either end of the beach and may give trouble to M.T. or A.F.V.s attempting to gain the beach from landing craft.

Four good exit roads or tracks are observed, but tracking through the dunes would be necessary for M.T.

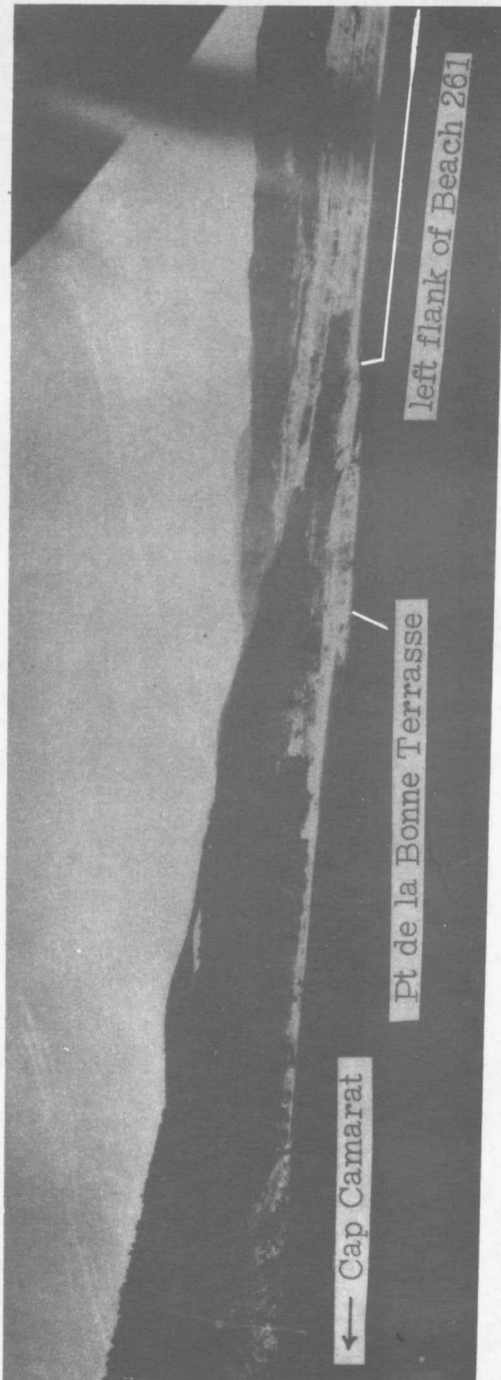
Suitable for maintenance from an army point-of-view.

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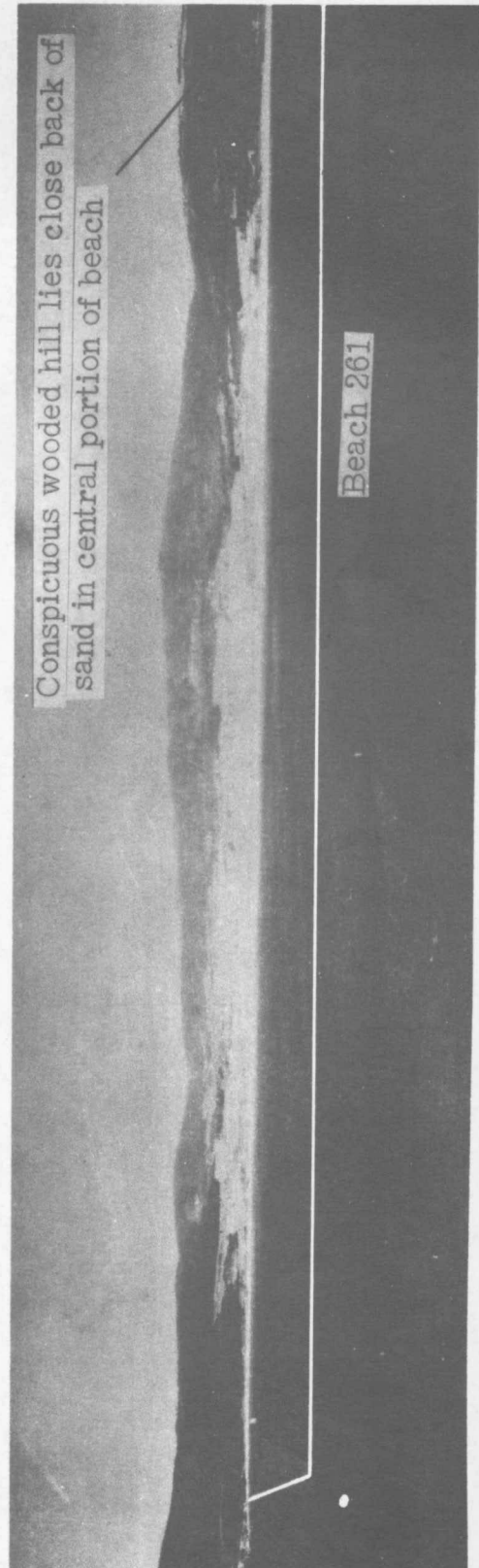
IDENTIFICATION AIDS BEACH 261



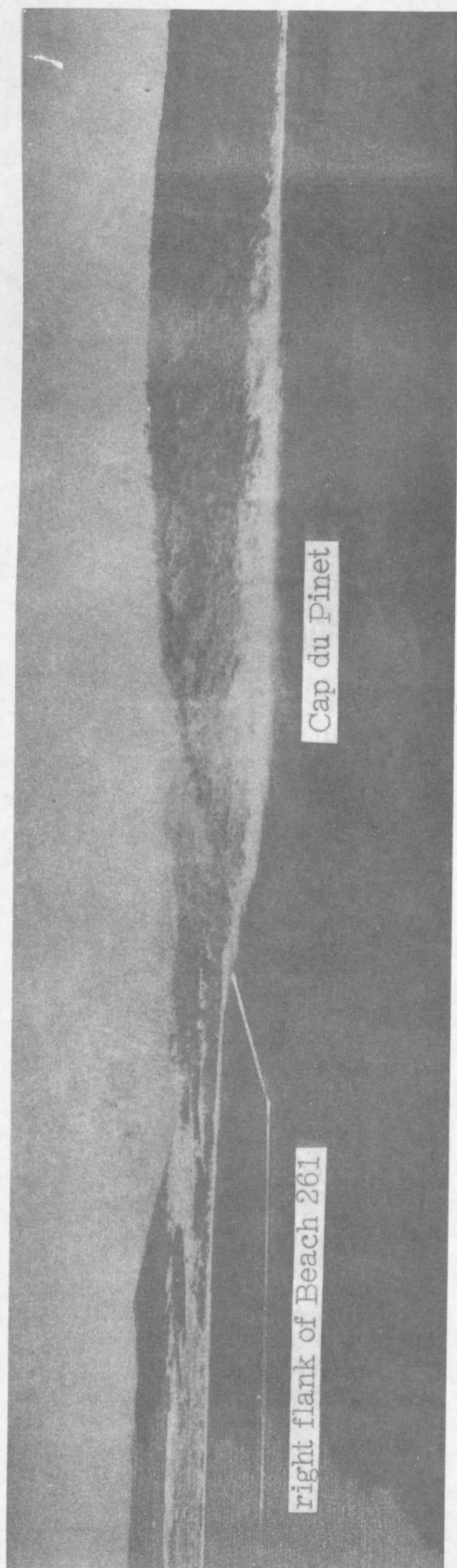
IDENTIFICATION AIDS
BEACH 261



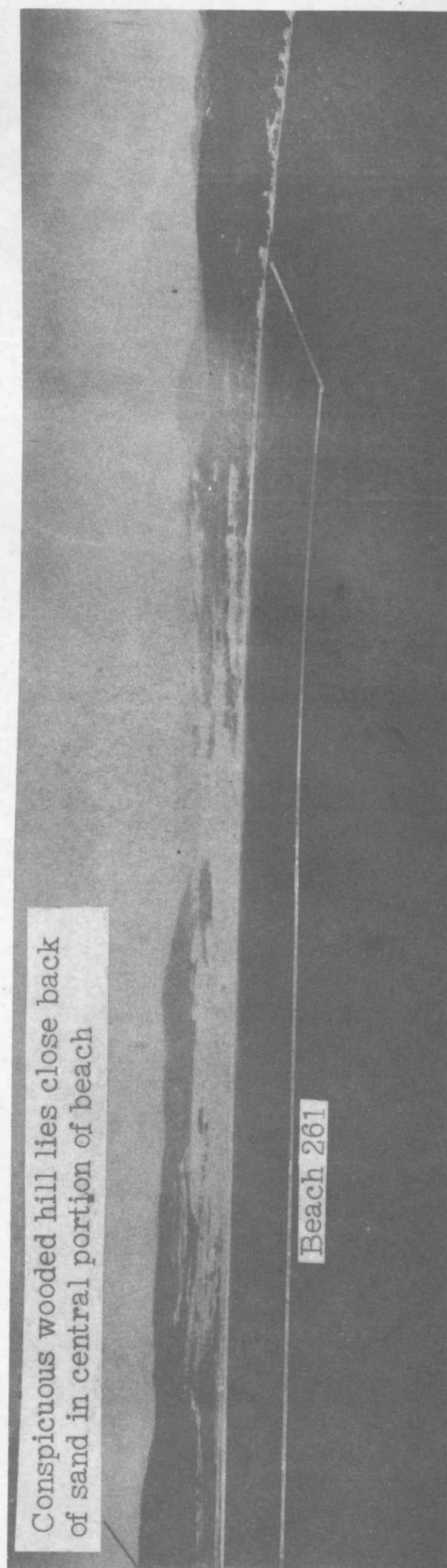
Close up of left flank



IDENTIFICATION AIDS
BEACH 261



Close up of right flank



View of northern half of Beach 261

IDENTIFICATION AIDS
BEACH 261



BIGOT - ANVIL
TOP SECRET
French ULTRA SECRET

File No.

A4-3

Serial: 00987

ANNEX "A" to
OPERATION PLAN

No. 4-44

BEACH 261-A

LES SALINS

LAT: 43° 15' N. LONG: 06° 41' E.

MAP REF: U-535157 to U-537162.

APPROACH:

Located 800 yards south of CAP DE ST. TROPEZ, the beach should be fairly easy to locate by this Cape, by a lighthouse on PLATEAU SAUVERE and by POINTE DE CAPON, high and cliffy just south of the beach.

Craft approaching this beach must exercise great care. Rocks, both below and above surface, extend out from CAP DE ST. TROPEZ 2,000 yards to the northeast. TESTE DE CAN, a group of three low rocks, lies 750 yards due east of the beach, and a rocky reef extends from the south end of the beach almost out to them, so that approach to the beach from the south, southeast or east is impossible except for a narrow passage (about 100 yards wide) just southwest of TESTE DE CAN. Craft should approach the beach from the northeast only.

Limited exposed anchorage 1,300 yards off the beach in 6 fathoms; bottom of mud and weed with considerable rock.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:40 from 10 feet deep to shore in the center sector, flattening to 1:70 at either end.

There are no obstructions off the beach but sub-surface rock flank the beach at either end, and a rock bank extends 630 yards eastward from the south end of the beach. (See "APPROACH" above for other offshore rock areas.)

SUITABILITY FOR CRAFT:

All types of craft in the center sector. Insufficient maneuvering space for LSTs between the beach and the offlying rocky areas. Pontoons for LCTs at either end of the beach would be necessary.

Not a suitable beach for night assault with craft.

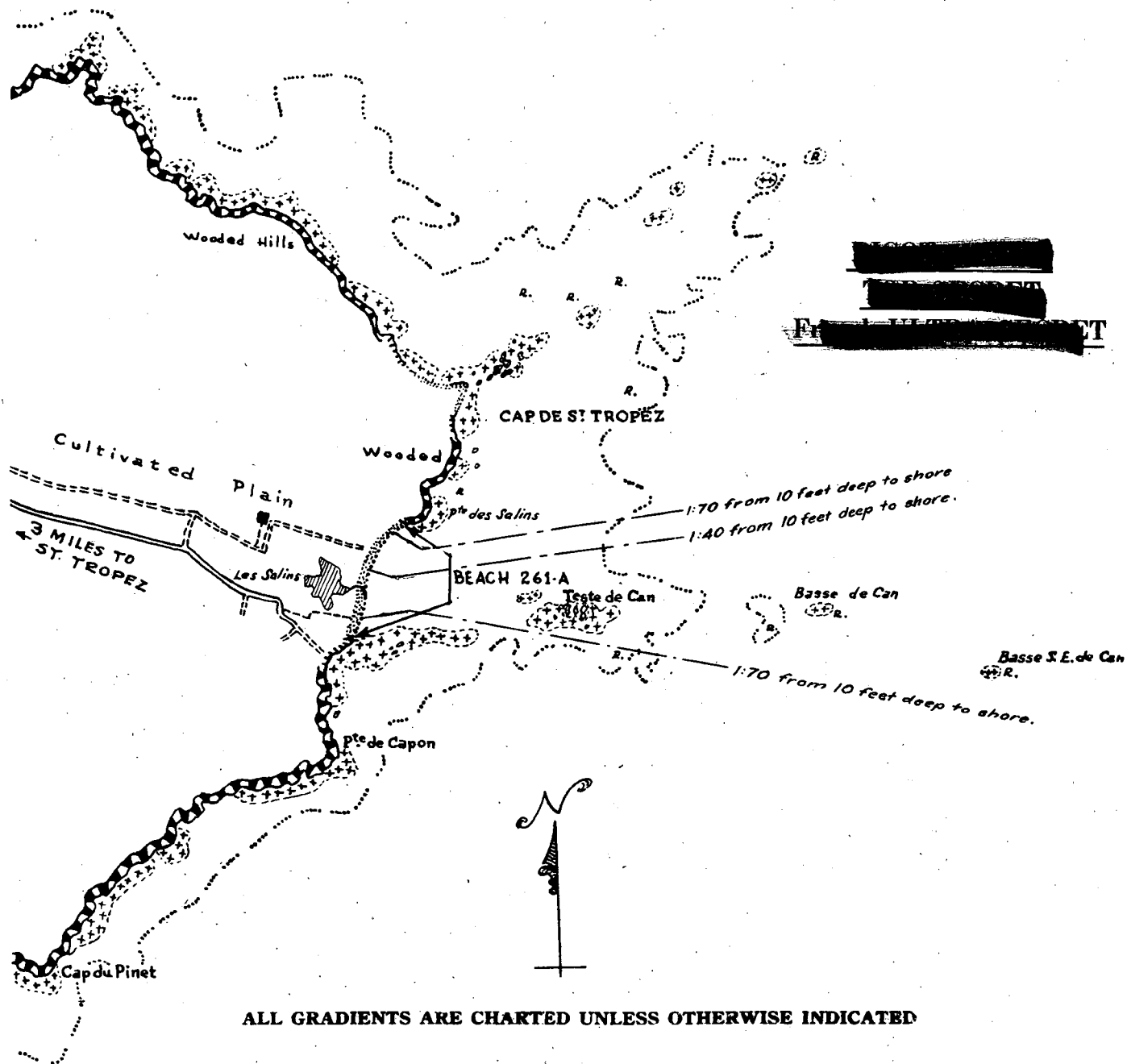
DESCRIPTION OF TERRAIN FEATURES:

530 yards of steep sand beach with some shingle, backed by a belt of scrub-covered dunes. The outfall from a small marsh, "LES SALINS" enters the sea at the middle of the beach. The beach is backed by a narrow cultivated valley, with wooded heights on either flank.

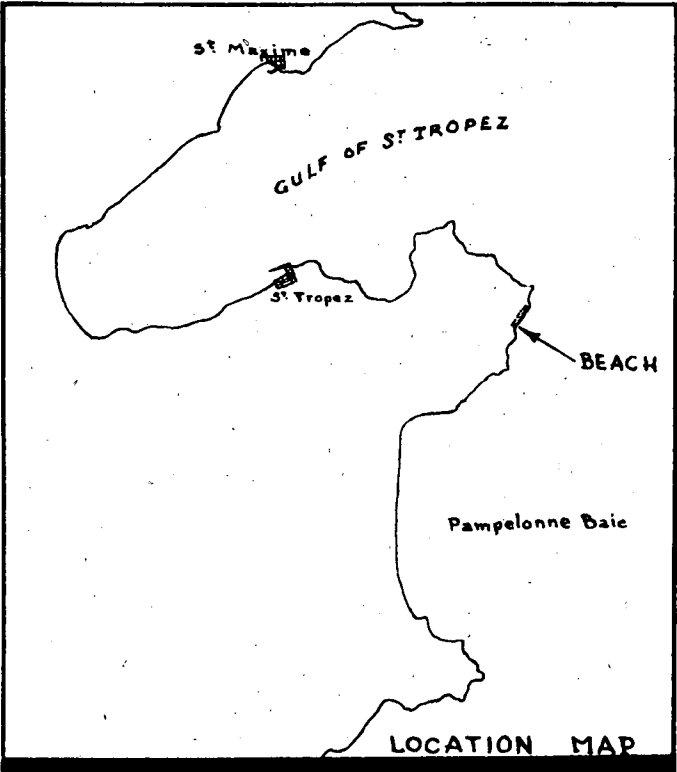
Two track exits are observed, one developing into a good sand road a short distance inland. Preparation over the dune area would be necessary for M.T.

The beach is not suitable for maintenance from an army point-of-view.

BEACH 261-A



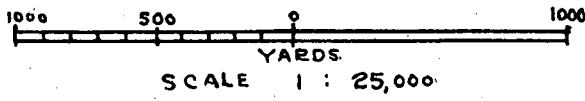
ALL GRADIENTS ARE CHARTED UNLESS OTHERWISE INDICATED



LEGEND

- 5 FATHOM LINE (dotted line)
- ROCKS:
 - PINNACLE (cross-hatched symbol)
 - FLAT ROCK BOTTOM (horizontal lines symbol)
- ROCKY COAST (jagged line symbol)
- CLIFFS (wavy line symbol)
- SAND BARS (dashed line symbol)
- SAND BEACH (stippled area symbol)
- ROADS
 - MAIN (thick solid line)
 - SECONDARY (double solid line)
 - UNSURFACED (double dashed line)
 - TRACKS (single dashed line)
 - FOOT PATHS (thin solid line)

HYDROGRAPHIC INFORMATION AS OF 15 JULY 1944



File No.

A4-3

Serial: 00987

ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 262

PLAGE DE GRIMAUD

LAT: 43° 16' N. LONG: 06° 35' E.

MAP REF: U-456159 to U-456184

APPROACH:

The beach lies at the head of GOLFE DE ST. TROPEZ. The Gulf is U-shaped, open to the East, with a width of 2 miles at its entrance. It is deep and free of obstruction. The entrance to the Gulf can be identified by CHATEAU BORELLY, a group of buildings surrounding a tower on the heights south of the entrance. The town of ST. TROPEZ is located just inside the gulf on the south side. The beach is easy to identify since it occupies the entire head of the gulf.

Anchorage at the head of the gulf, 400 yards off the beach in 6 fathoms; bottom of mud and weed; good holding ground and sheltered.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The charted underwater gradient is as follows:

1:16 from 12' deep to shore in the south.

1:55 from 10' deep to shore in the center

1:13 from 10' deep to shore in the north central portion.

1:70 from 14' deep to shore in the north portion.

A cusp-shaped sand bar 40 to 140 yards offshore fronts the beach along the head of the gulf. Depths over it possibly vary from 1 foot very near shore to as much as 6 feet at the maximum distance from shore.

A small sand bar 500 yards long and only 20 to 40 yards offshore lies along the central portion of the beach inside the above bar. Depths over it are probably 1 to 2 feet.

Fronting that portion of the beach lying along the northwest shore of the gulf is a belt of rock along the bottom, close inshore. Weed is observed in this rocky area. Although charts do not indicate rock, here, photos compared over a period of seven months show them to exist and they would probably be dangerous to craft. Charted depths over this area of rocks vary from 3 to 5 feet. Reconnaissance might be able to locate channels through this rock.

SUITABILITY FOR CRAFT:

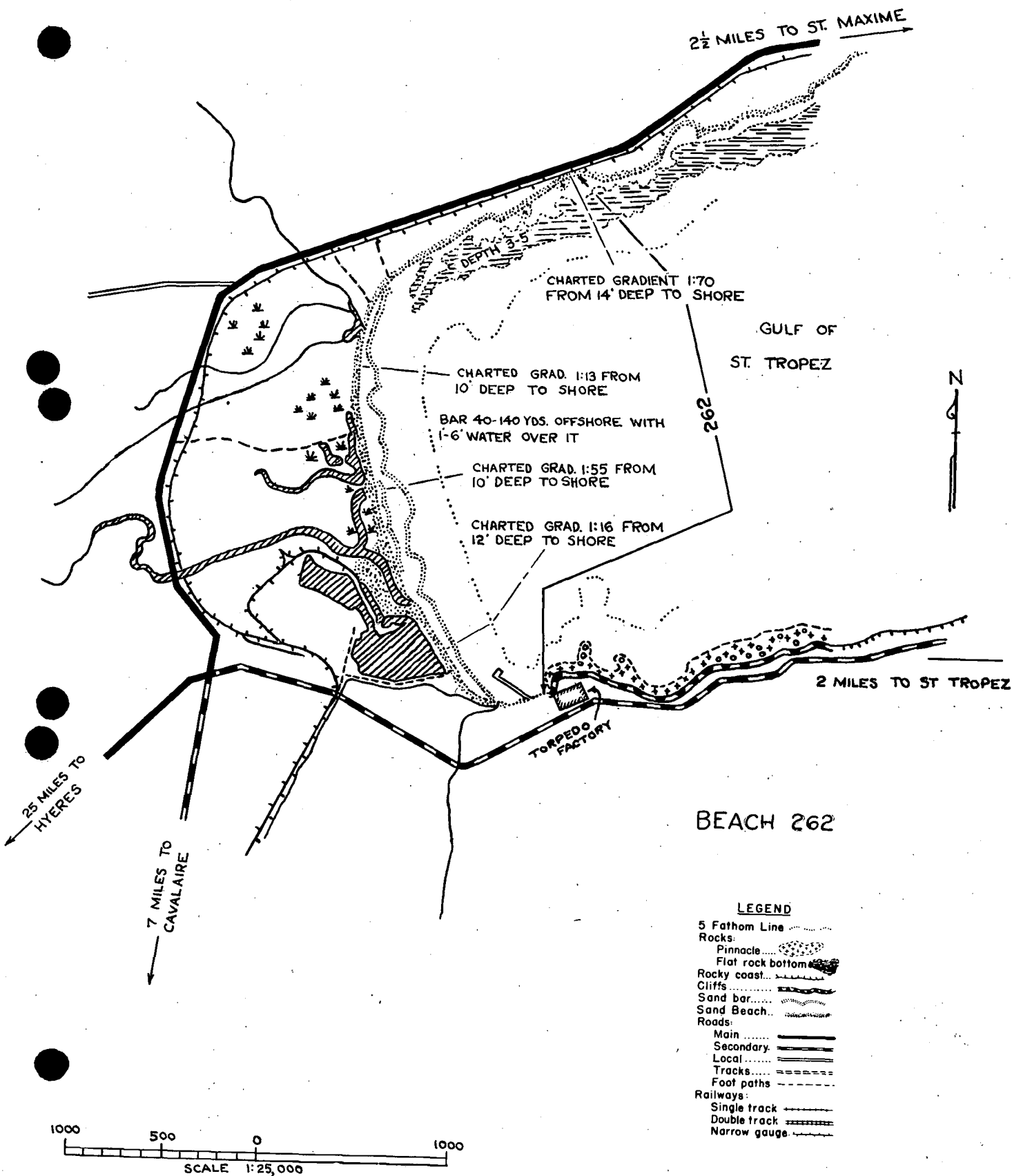
DUKWs, LCAs, LCVs, LCMs, LCT(5)s, but landings may be wet in a few places where the sand bar is close offshore. Pontoons for larger LCTs and LSTs. The north shore of this beach may be unusable because of offlying rock.

DESCRIPTION OF BEACH:

3,400 yards of fine sand beach with possible rock outcrops on the north sector. The center of the beach is backed by low dunes, behind which the terrain is flat, swampy, and interspersed with lagoons and the mouths of small streams so that it is of little operational value.

The north sector has several road exits but the seaward approach is rocky.

The beach is not suitable for maintenance from an army point-of-view.



HYDROGRAPHIC INFORMATION AS OF 5 JULY 1944

PREPARED BY N-2 SECTION, COMMANDER U.S. EIGHTH FLEET

File No.
A4-3

Serial: 00987

~~SECRET~~
ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 262-A

ST. MAXIME (South)

LAT: 43° 18' N. LONG: 06° 37' E.

MAP REF: U-479200 to U-482208

APPROACH:

The beach is located on the north shore of GOLFE DE ST. TROPEZ, 3/4 mile southwest of the small port of ST. MAXIME, between PTE. CROISSETTE on the south and PTE. GAILLARDE on the north. It may be identified by the town of ST. MAXIME to the north, and a group of white buildings atop the steep, high, hill directly behind the south end of the beach.

Anchorage 500 yards off the beach in 6 fathoms; mud and weed bottom.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:50 from 12 feet deep to shore.

No rocks or sand bars lie offshore and the approach to the beach is clear. Submerged rocks are charted off either flank of the beach extending out 50 yards and air photographs confirm this.

SUITABILITY FOR CRAFT:

All types of craft. LSTs will require pontoons in the north sector.

DESCRIPTION OF TERRAIN FEATURES:

960 yards of sand and shingle beach (very narrow in the north sector) rising rather steeply to the light railway and coast road directly behind. The hinterland is wooded slopes with some villas.

No prepared vehicle exits occur and since the coast road and railway are on slightly higher level than the beach, M.T. would need assistance in scaling the low embankment to gain the road.

The beach would be of limited value for maintenance, even after preparation.

File No.

A4-3

Serial: 00987

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ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 263

ST. MAXIME

LAT: 43° 18' N. LONG: 06° 38' E.

MAP REF: U-484208 to U-490210

APPROACH:

The beach is located on the north shore of the GOLFE DE ST. TROPEZ, and runs southward from the small port of ST. MAXIME to PTE. GAILLARDE. It is easy to identify by the town at its north end. A large white Casino stands on the beach in the center sector.

Anchorage in depths of 6 fathoms is found 220 yards south of the head of the mole at ST. MAXIME.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:50 from 10 feet deep to shore.

Charts show several small, isolated patches of rock along the length of the beach, close to shore, and air photographs confirm this. These scattered rocks are few, and so close to the water's edge that it is doubtful if they constitute any danger to craft. Submerged rocks at the south flank of the beach extend 40 to 50 yards seaward.

The quayed side of the mole in the harbor at ST. MAXIME has been destroyed.

SUITABILITY FOR CRAFT:

All types of craft and LSTs.

For information on port facilities see ComNavNAW report on Port of St. MAXIME.

DESCRIPTION OF TERRAIN FEATURES:

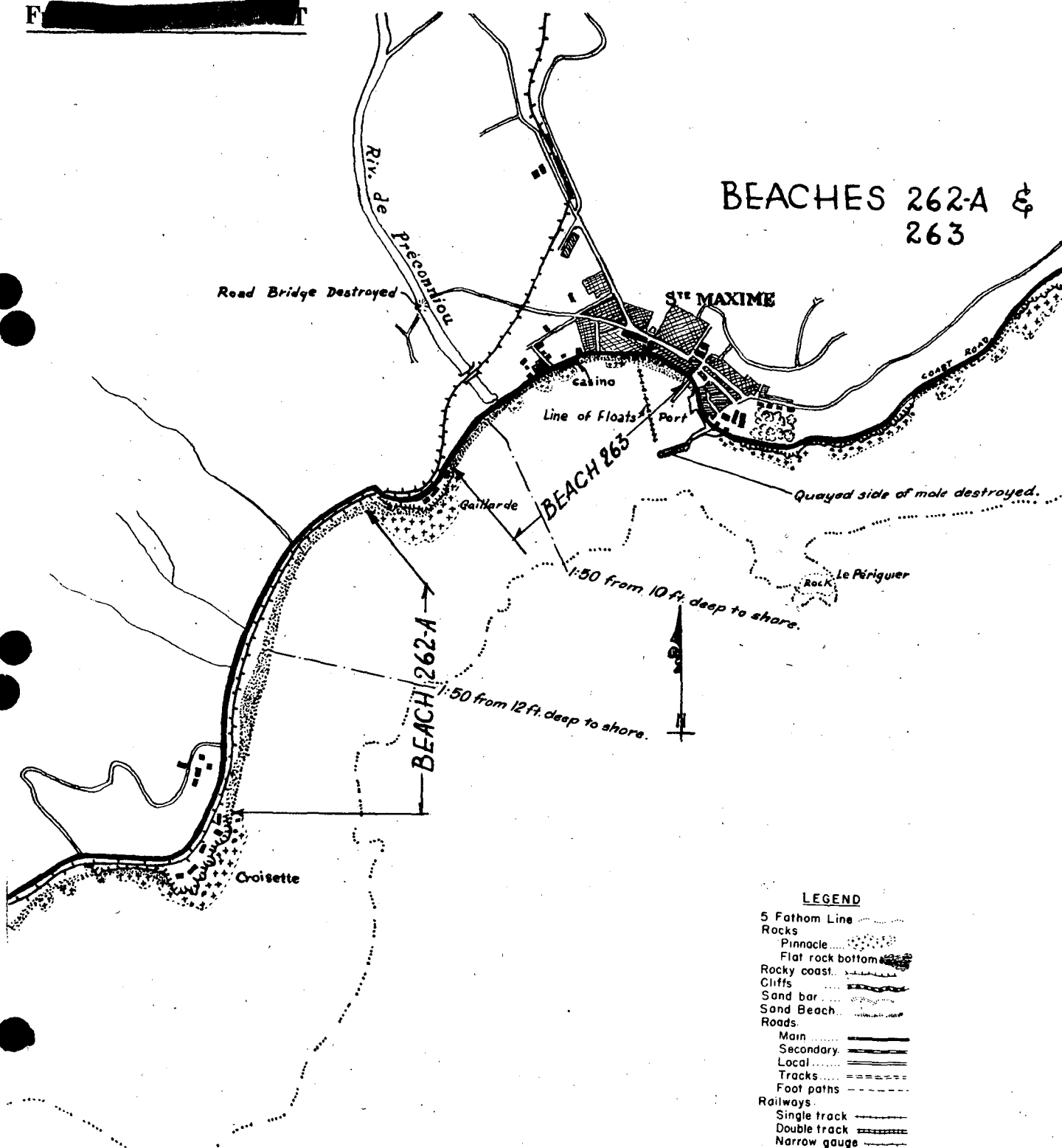
800 yards of fine sand beach broken, near the west end, by the mouth of the river PRECONNIOU, and near the center by a large white bathing casino that stands on the beach itself. The beach is backed by a low retaining wall atop which is the coast road and a promenade. The hinterland is cultivated and low up the river valley; in the northeast is the town of ST. MAXIME.

The beach has little value for maintenance but might be used to supplement discharge into the Port of ST. MAXIME.

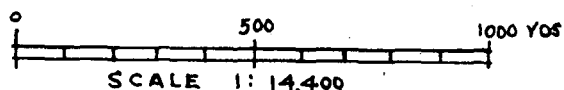
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F

BEACHES 262-A & 263



ALL GRADIENTS ARE CHARTED UNLESS OTHERWISE INDICATED



HYDROGRAPHIC INFORMATION AS OF 6 JULY 1944

PREPARED BY N-2 SECTION, COMMANDER U.S. EIGHTH FLEET

File No.
A4-3

Serial: 00987

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~~SECRET~~
ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 263 A

LA NARTELLE (SOUTH) (see panoramic beach sketch)

LAT: 43° 19' N. LONG: 06° 40' E.

MAP REF: U-511223 to U-510232.

APPROACH: (see identification photos on following page)

The beach is located 1,000 yards north of CAP SARDINEAU, a wooded headland with a rocky coast. From CAP SARDINEAU a rocky bank extends 3/4 mile eastward and 6 cables east-south-eastward. ROCHE DES SARDINEAUX lies about 6 cables east of the point, and on it stands a red circular masonry beacon 26 feet high. 175 yards behind the center of the beach is a tall, square, white building, conspicuous from seaward on close approach.

Anchorage in the area of the beach is on rock and mud bottom, in 6 fathoms 500 yards offshore; onshore winds (i.e. winds from the east) cause a surf on the beach and make anchorage off it untenable.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

Charted underwater gradient 1:57 from 13 feet deep to shore.

Wave photos show two cusp-shaped, irregular, poorly defined sand bars which might better be described as forming an uneven bottom. There is evidence of a crescent shaped bar 200 to 250 yards offshore with at least 10 feet of water over it and generally more. The inner bar 50 to 75 yards offshore has depths of 4 to 5 feet over it. Depths of 6 feet or a little more exist inside this bar.

150 yards from the north end of beach there is a rocky patch that should be avoided.

SUITABILITY FOR CRAFT:

DUKWs, LCAs, LCVPs, LCMs, and LCT(5)s. Probably pontoons for larger LCTs and LSTs although reconnaissance might show places where the inner bar could be crossed by the larger LCTs. LSTs probably will not touch the outer bar at all and if they do it will be only in localized places.

DESCRIPTION OF TERRAIN FEATURES:

Sand and shingle backed in most places by a low wall of light construction, behind which is a narrow belt of low sand dunes and then the coast road. The hinterland is cultivated slopes.

No prepared vehicle exits are seen, but AFVs could likely gain the coast road without preparation, especially in the north end. Preparation across the dunes would be necessary for M.T. The low retaining wall is likely no obstacle since it appears very light and could be quickly breached.

The beach has a limited value for maintenance from an army point-of-view.

File No.
A4-3

Serial: 00987

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~~SECRET~~
ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 263 B

LA NARTELLE (NORTH) (see panoramic beach sketch)

LAT: 43° 20' N. LONG: 06° 40' E.

MAP REF: U-512235 to U-512240.

APPROACH: (see identification photos on following page)

The beach will be difficult to locate at night since there are no conspicuous landmarks that would be visible for any distance to seaward. Two large white houses stand on the south end of the beach and there is a high rocky hill just north of the beach, but these landmarks would only be of use to craft approaching close in.

Anchorage 600 yards off the beach in 5 to 6 fathoms; exposed. Winds from the east (i.e., onshore winds) will make this anchorage untenable.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:48 from 16 feet deep to shore.

Recent photos indicate an irregular bottom with possible depths of 4 feet 80 yards off the south end of the beach and 6 to 7 feet 150 yards off the north end.

Charts show a rock bottom fronting most of the beach, and air photographs confirm this. Some of the submerged rock areas appear to be flat and it is doubtful if these would be a danger to craft. Charts show a small, rocky shoal, 3 feet deep 100 yards off the center of this beach. Near the south end, 120 yards of the beach is clear of rock, but reconnaissance would be necessary to locate the exact limits of this clear area.

The beach is not suitable for night assault, and a reconnaissance of the entire beach should be made before it is used, since it is impossible to say with certainty from air photographs exactly which areas of submerged rock are not dangerous.

SUITABILITY FOR CRAFT:

DUKWs, LCAs, LCVs, LCMs, and LCT(5)s, and probably larger LCTs. LSTs possibly with pontoons in some cases (see TERRAIN FEATURES below for usability of the beach).

DESCRIPTION OF TERRAIN FEATURES:


500 yards of shingle beach backed closely by a railway and a coast road, both embanked. The hinterland is steep slopes, partly wooded.

There is one track exit, usable by AFVs and perhaps M.T. at the southern end of the beach. Elsewhere, vehicle exits would be difficult to prepare due to the steep embankment backing the beach.

This beach is not suitable for maintenance from an army point of view. It is suitable only for a small scale raiding party.

File No.
A4-3

Serial: 00987


ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 263 C

GARONETTE PLAGE (See panoramic beach sketch).

LAT: 43° 20' N. LONG: 06° 40' E.

MAP REF: U-519247 to U-523250

APPROACH: (see identification photos on following page)

The beach may be difficult to identify at night since there are no landmarks near it that would be conspicuous from any distance seaward. POINTE DE LA GARONNER, a rocky point backed by steep ground rising to the peak LE LISSANDRE (800 feet high), lies close east of the beach, and from it a submerged rocky bank extends some 200 yards south. Approach to the beach is clear from the southeast.

A large building sits on the wooded slopes just east of the mouth of the river GARONNE that cuts the beach near the eastern end. This building would be visible to craft approaching close in.

Anchorage 450 yards off the beach in 6 fathoms; bottom of mud and weed, good holding ground; exposed to the southeast.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

Charted gradient 1:60 from 16 feet deep to shore and 1:73 from 9 feet deep to shore.

Rocky patches occur at either end of the beach extending some 50 to 70 yards seaward. No other obstructions to the approach exist.

SUITABILITY FOR CRAFT:

All types of craft (but see "TERRAIN FEATURES" below for usability of beach).

DESCRIPTION OF TERRAIN FEATURES:

A shingle beach, 450 yards long, backed closely by a railway and a coast road. The beach is broken near the east end by the GARONNE River. The hinterland is steep slopes, partly wooded and partly cultivated.

The railway and coast road are embanked and there are no vehicle exists. Infantry could scramble up to gain the road.

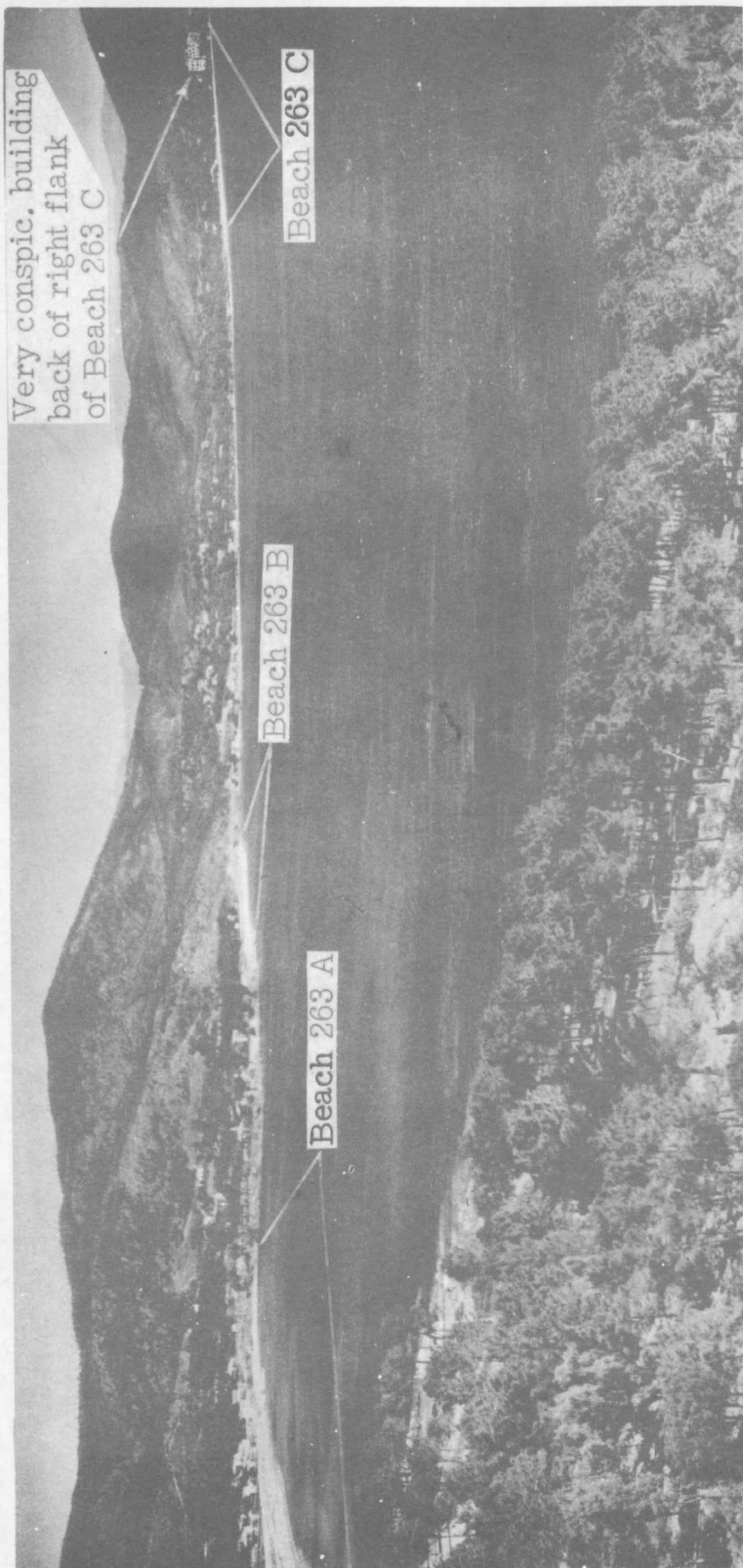
Suitable for a small scale raiding party only.

IDENTIFICATION AIDS

BEACHES

263A, 263B, 264C

263A, 263B, 263C

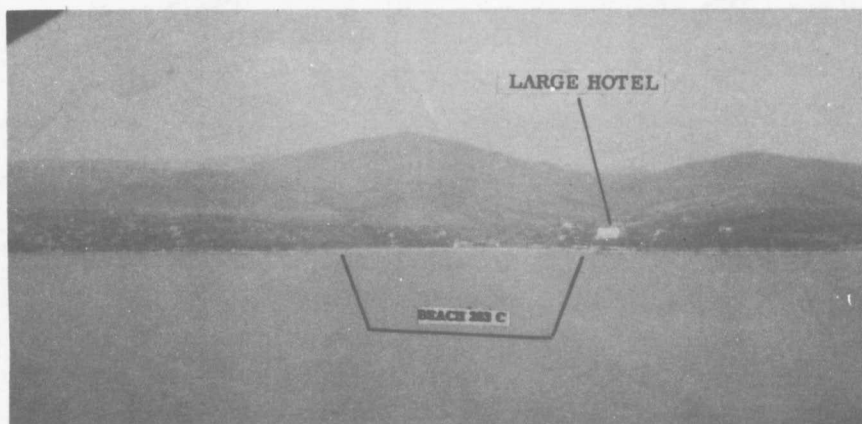
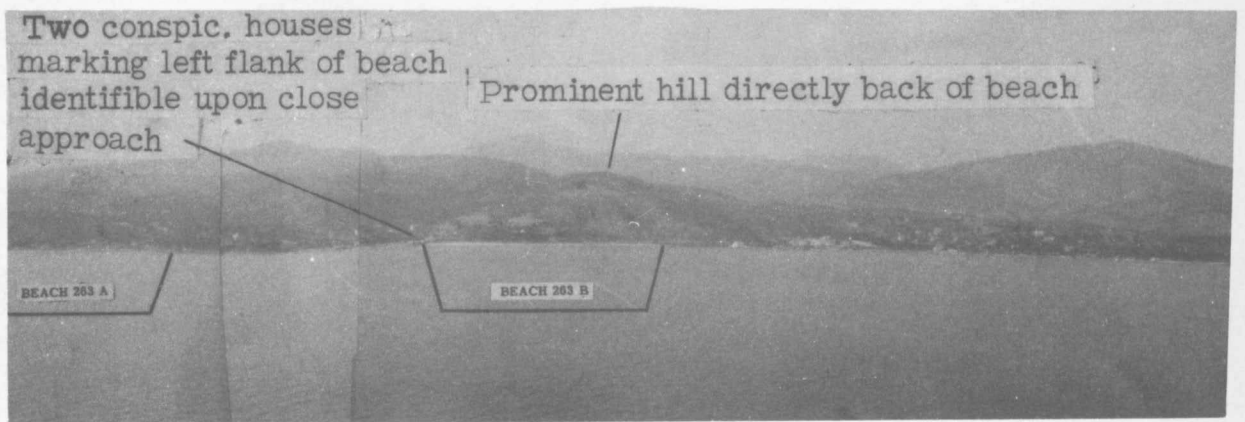
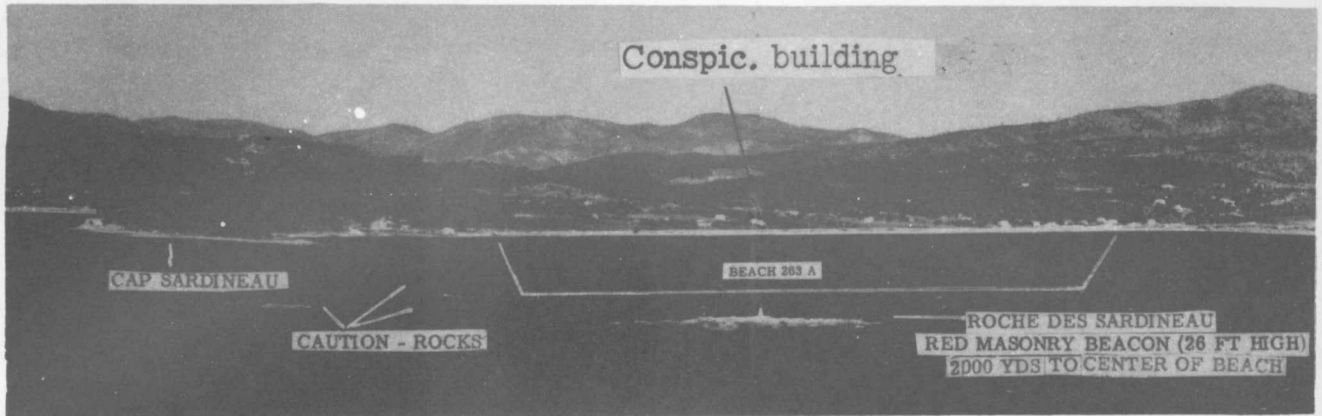


BIGOT - ANVIL
TOP SECRET
French ULTRA SECRET

IDENTIFICATION AIDS
BEACHES

~~263A, 263B, 263C~~

263A, 263B, 263C



BIGOT - ANVIL
TOP SECRET
French ULTRA SECRET

File No.

A4-3

Serial: 00987

ANNEX "A" to
OPERATION PLAN
No. 4-44

SMALL SCALE LANDING POINTS BETWEEN BEACH 263 C (U-523250) AND
U-549288

1. SMALL SCALE LANDING AT U-528252.

APPROACH:

Located 500 yards east of the eastern boundary of BEACH 263
C in a small cove facing south.

Approach is clear from the south.

The large building on the wooded slopes just east of the mouth of the river GARONNE, 500 yards to the west should aid in identification.

Anchorage in 5 fathoms 400 yards offshore; exposed to the south.

HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:77 from 14 feet deep to shore. Underwater rock is observed at each end of the beach. A mole 50 feet long lies 70 yards east of this small beach.

SUITABILITY FOR CRAFT:

DUKWs, LCAs, LCVPs, LCMs, and LCT(5)s.

TERRAIN FEATURES:

120 yards of sand and shingle beach 15 yards wide and backed by a railroad and coastal highway.

Slight preparation necessary for AFVs and M.T., but probably could exit across the railway to the coastal highway.

This beach is not suitable for maintenance from an army point-of-view and is only suitable for small scale raiding parties.

2. SMALL SCALE LANDING AT U-531251.

APPROACH:

Located just west of POINTE DE LA GARONNE.

Approach is clear from the south.

The large building on the wooded slopes east of the GARONNE River 1,000 yards to the west and POINTE DE LA GARONNE should aid in identification on close approach.

Anchorage in 5 fathoms 300 yards offshore; exposed from the south.

VIII-31

ANNEX "A"

File No.
A4-3

Serial: 00987

ANNEX "A" TO
OPERATION PLAN
No. 4-44

HYDROGRAPHIC FEATURES:

Underwater gradient (charted) is 1:31 from 21 feet deep to shore. Underwater rock is observed at each end of the beach.

SUITABILITY FOR CRAFT:

DUKWs, LCAs, LCVPs, LCMs, and LCT(5)s.

TERRAIN FEATURES:

175 yards of sand and shingle beach 10 yards wide and backed by the coastal road.

Exit could be directly across beach to the coastal road and preparation would be necessary for AFVs and M.T.

This beach is suitable for small scale landings and is not suitable for maintenance from an army point-of-view.

3. SMALL SCALE LANDING AT U-546280

APPROACH:

Located just south of POINTE DE LA TOURTERELLE in a wide cove facing eastward.

Approach is clear from the east.

Identification on close approach by a large building on a bluff at its south limit.

Anchorage in 5 fathoms 600 yards offshore; bottom of sand and mud; exposed from the east.

HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:57 from 20 feet deep to shore. Underwater rocks lie at back end of the beach.

SUITABILITY FOR CRAFT:

DUKWs, LCAs, LCVPs, LCMs, and LCT(5)s.

TERRAIN FEATURES:

200 yards of sand and shingle beach 20 yards wide and backed by the coastal highway which is embanked.

Preparation necessary for M.T. or AFVs to exit onto coastal road.

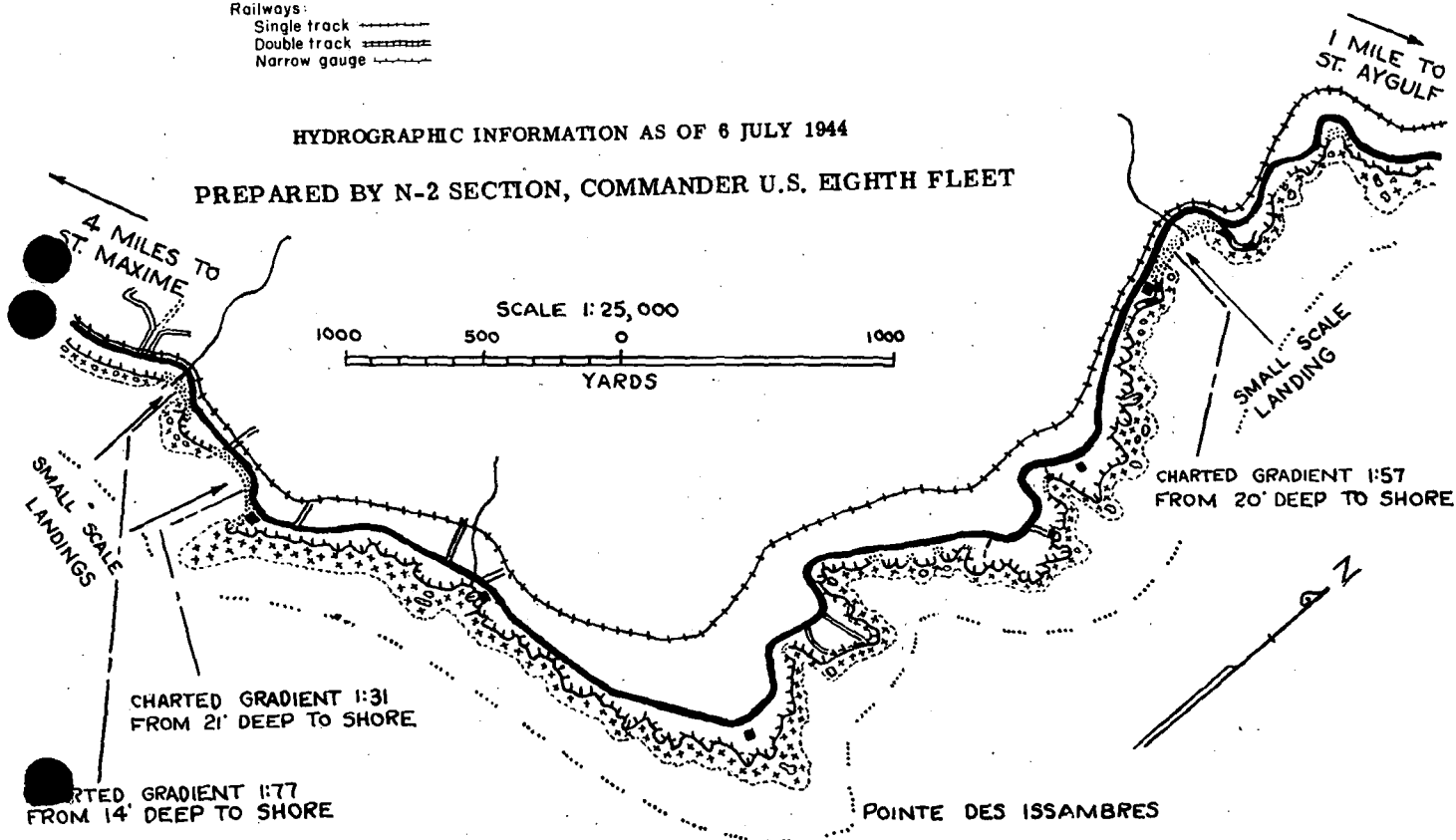
This beach suitable only for small scale landings.

- LEGEND**
- 5 Fathom Line
 - Rocks:
 - Pinnacle.....
 - Flat rock bottom.....
 - Rocky coast.....
 - Cliffs.....
 - Sand bar.....
 - Sand Beach.....
 - Roads:
 - Main.....
 - Secondary.....
 - Local.....
 - Tracks.....
 - Foot paths.....
 - Railways:
 - Single track.....
 - Double track.....
 - Narrow gauge.....

SMALL SCALE LANDING POINTS BETWEEN BEACH 263C (U-523250) AND U-549288.



HYDROGRAPHIC INFORMATION AS OF 6 JULY 1944

PREPARED BY N-2 SECTION, COMMANDER U.S. EIGHTH FLEET



File No.
A4-3

Serial: 00987



ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 264

ST. RAPHAEL (SOUTH) (See panoramic beach sketch)

LAT: 43° 24' N. LONG: 06° 44' E.

MAP REF: U-557309 to U-561322

APPROACH: (see identification photos on the following page)

The beach occupies the southern portion of the low flat coast between POINTE ST. AYGULF and the town of ST. RAPHAEL. It may be identified by POINTE ST. AYGULF, a rocky point at the south limit of the beach, and a large white hotel standing close to the water's edge 2,500 yards north of the beach.

Anchorage 600 yards off the beach in 6 fathoms; mud and weed bottom; exposed to the east.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:55 from 13 feet deep to shore.

A cusp-shaped sand bar 100 to 200 yards offshore fronts this entire beach. A recent study of wave photographs indicates 6 to 10 feet of water over this bar although parts nearest shore may have slightly less. Depths of 10 feet are indicated inside this bar.

Charts show submerged rock at the south limit of the beach extending out some 40 yards, and air photographs confirm this.

Underwater obstacles, probably concrete pyramids, lie off this entire beach in 4 to 8 feet of water.

SUITABILITY FOR CRAFT:

DUKWs, LCAs, LCVPs, LCMs, LCT(5)s. Larger LCTs in most places and LSTs in many. Reconnaissance should reveal gaps through the bars where larger LCTs and LSTs may get well inshore.

The underwater obstacles would have to be breached.

Surf will make landings difficult for all craft.

DESCRIPTIONS OF TERRAIN FEATURES:

1,540 yards of fine sand beach backed by a coast road (embanked) in the south, and by a narrow belt of low dunes in the central and north. Immediately behind the dunes the terrain is flat, low, and swampy with a lagoon close behind the southern section of the beach.

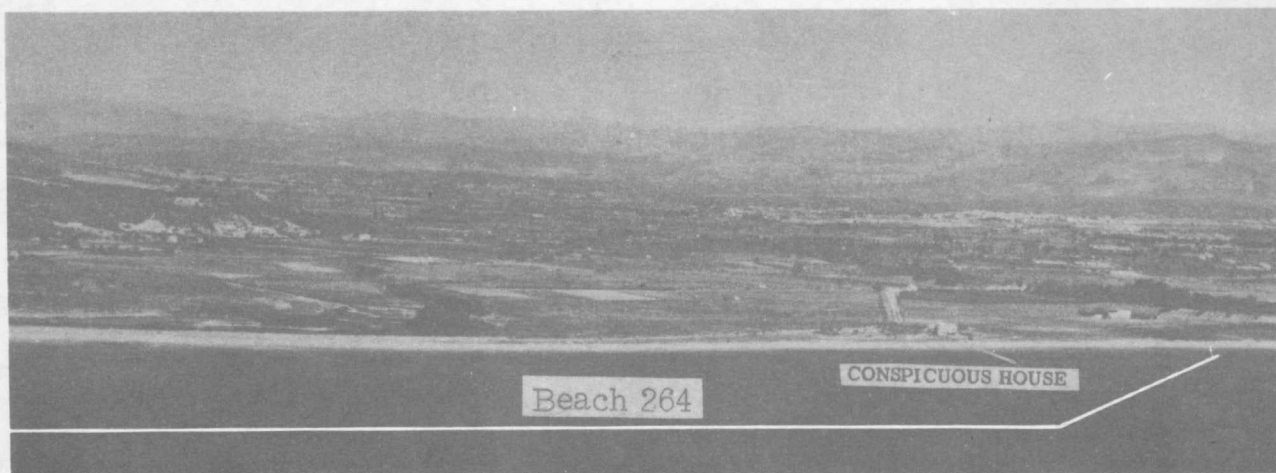
Inland movement would be restricted to the roads. Several track exits lead from beach to the coast road and would require some development before M.T. could use them.

This beach has only a limited value for maintenance from an army point-of-view.

IDENTIFICATION AIDS
BEACH 264

Northern limit of Beach 264 lies approx. 200 yds. to right of conspic. house immediately back of beach. House is marked on photo, and is about 1300 yds. north of the two bridges at south end of beach.

Southern limit of Beach 264 can be identified by Pt. Aygulf and on close approach by the two bridges over les Etang de Villepey.



~~BIGOT - ANVIL~~
~~TOP SECRET~~
~~French ULTRA SECRET~~

ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 264 A

ST. RAPHAEL (NORTH) (see panoramic beach sketch)

LAT: 43° 25' N. LONG: 06° 45' E.

MAP REF: U-564330 to U-583345

APPROACH: (see identification photos on the following page)

The beach occupies the northern half of the low, flat shore between ST. RAPHAEL and POINTE ST. AYGULF. It is easy to identify by the town of ST. RAPHAEL at the north end, and by a large white hotel standing just behind the center of the beach. An aerodrome lies behind the south sector with a group of buildings close to the beach. In approaching from the east, the ILE LION DE MER, a small, low, rocky island southeast of ST. RAPHAEL must be avoided.

There is anchorage anywhere 500 yards off the beach in 5 to 7 fathoms; bottom of mud and weed.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) varies from 1:12 from 13 feet deep to shore at the north to 1:50 from 12 feet deep to shore at the south.

The southernmost 1,000 yards of the beach is fronted by a sand bar from 50 to 100 yards offshore over which wave photos indicate 5 to 7 feet of water. North of the piers the bar ceases to exist.

Three small piers which have destroyed seaplane cranes on them lie in the center of the beach. The longest pier is 110 yards.

Underwater obstacles occur along this entire beach in 3 feet to 6 feet of water.

SUITABILITY FOR CRAFT:

All types of craft and LSTs in the portion north of the above mentioned seaplane piers. Pontoons required for larger LCTs and LSTs south of the piers where the bar exists.

The underwater obstacles would have to be demolished.

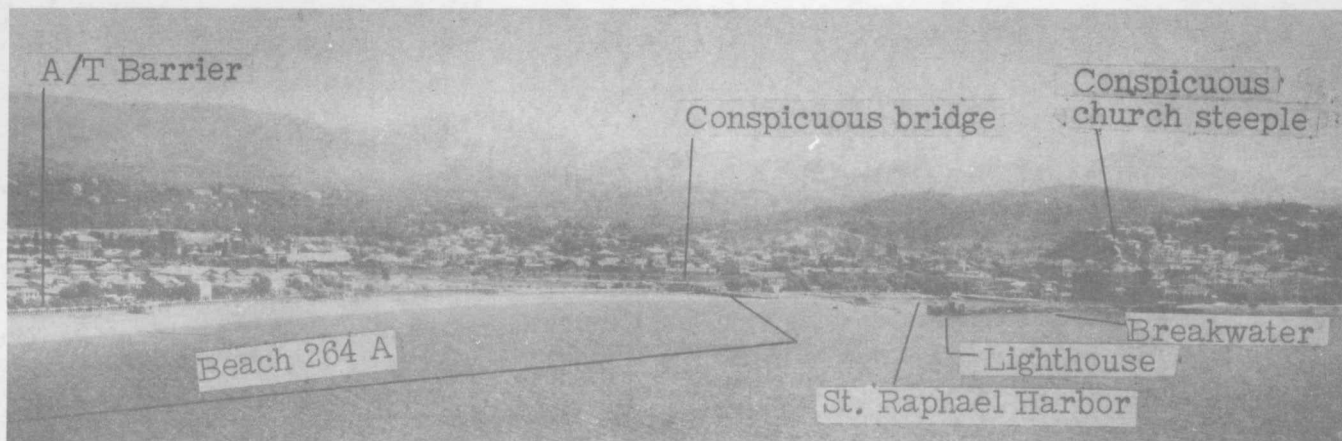
DESCRIPTION OF TERRAIN FEATURES:

2,730 yards of fine sand beach backed in the south by a narrow strip of soft sand, in the center by an airfield, and in the north by the outskirts of ST. RAPHAEL. At the northeast end of the beach is the small harbor of ST. RAPHAEL which has been partially demolished. (see ComNavNav Port Report for information on this harbor).

Four road and track exits suitable for vehicle use occur. Additional exits in the north would be difficult to prepare because of a 5 foot sea wall back of the beach in this area; and fronting the town the roadway is some 8 feet above beach level. In the south, the coast road can be gained anywhere by crossing 30 yards of soft sand behind the beach. Tracking might be necessary for M.T. in this sector.

This beach is suitable for maintenance from an army point-of-view.

IDENTIFICATION AIDS
BEACH 264A



Beach 264 A may be identified as follows:

Southern limit is marked by conspicuous white house and group of trees at mouth of L'Argens river. About 1000 yds. north of this point is a conspicuous group of buildings, including a water tower, directly back of beach.

The center of beach lies approximately 200 yds. south of a large hotel building immediately back of beach.

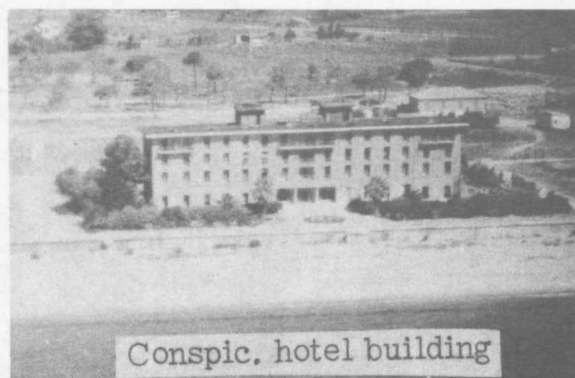
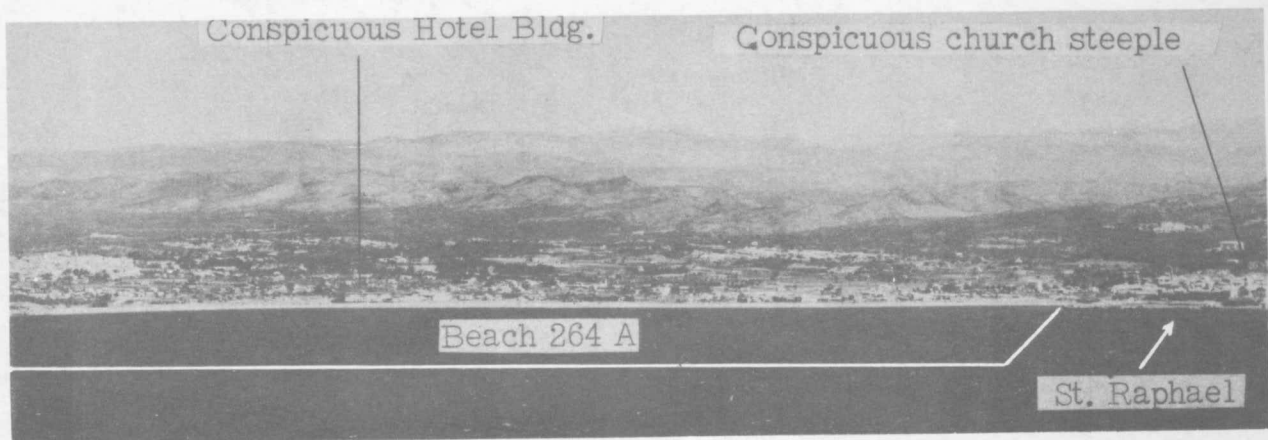
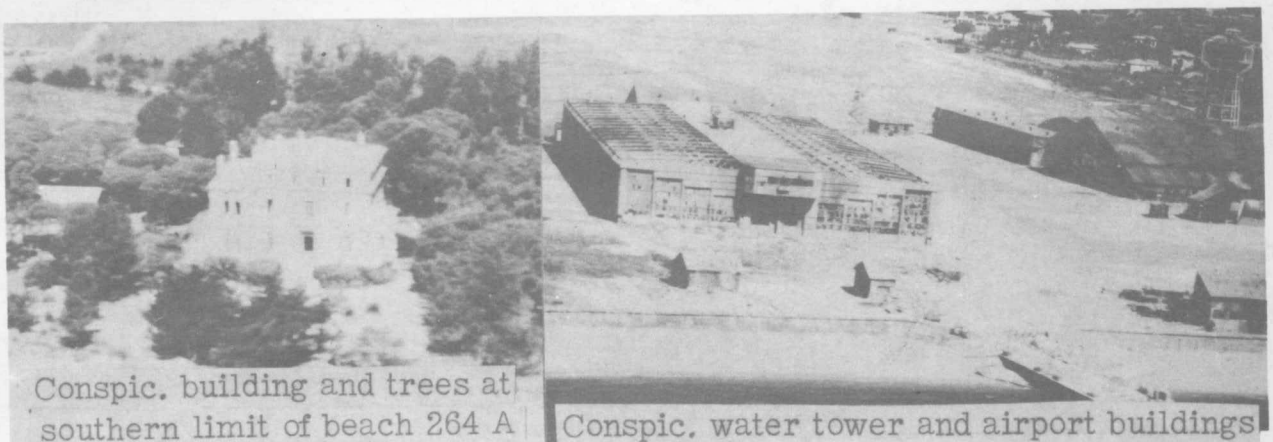
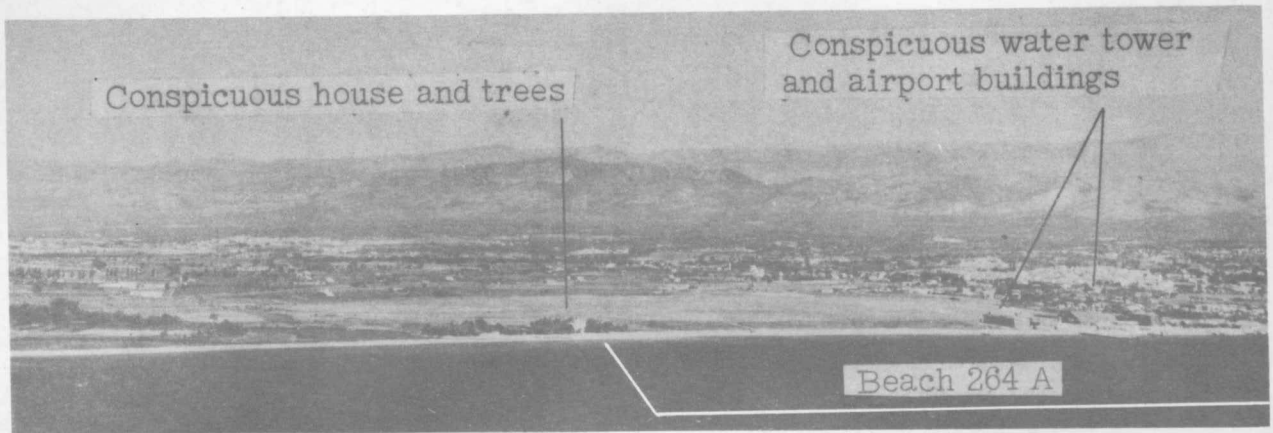
The northern limit may be identified by a conspicuous bridge (bow shaped truss) adjacent to the harbor. Immediately north of this point is the town of St. Raphael, with prominent church steeple and breakwater with light house which will be conspicuous from seaward during the distant and close approach.

~~BIGOT - ANVIL~~

~~TOP SECRET~~

~~French ULTRA SECRET~~

IDENTIFICATION AIDS
BEACH 264A



BIGOT - ANVIL
TOP SECRET
French ULTRA SECRET

File No.

A4-3

Serial: 00987

ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 264 B

CAP DE DRAMMONT (WEST) (see panoramic beach sketch)

LAT: 43° 25' N. LONG: 06° 51' E.

MAP REF: S-207512 to S-214510

APPROACH: (see identification photos on the following page)

The beach should be easy to identify by CAP DRAMMONT, a steep red cliff, 482 feet high that rises from the southeast flank of the beach. The ILE D'OR, close west of CAP DRAMMONT has a conspicuous square, white tower on it.

Above and below surface rocks extend southwestward from the small island 330 yards, so that craft should make their approach to the beach from the southwest rather than from the south.

Poor anchorage in 10 fathoms 300 yards off the beach.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

Charted underwater gradient 1:20 from 6 feet deep to shore.

Rock lies on the sea-bed close inshore at either end of the beach. A loading conveyor is observed at the center of the beach. The approach to the beach is clear of obstructions.

A small boat harbor lies just east of this beach.

SUITABILITY FOR CRAFT:

All types of craft and LSTs.

DESCRIPTION OF TERRAIN FEATURES:

840 yards of sand and shingle beach backed in several places (notably the center sector) by small rocky cliffs that have been quarried.

The main coastal road and railway lie close inland of the beach, on a slightly higher level. There are several track exits that would be usable by AFVs and likely by M.T.s without much preparation. The vertical faces of the old quarries are obstacles to infantry, but they could exit over the greatest part of the beach without difficulty.

The beach has only a limited use for maintenance from an army point-of-view.

B

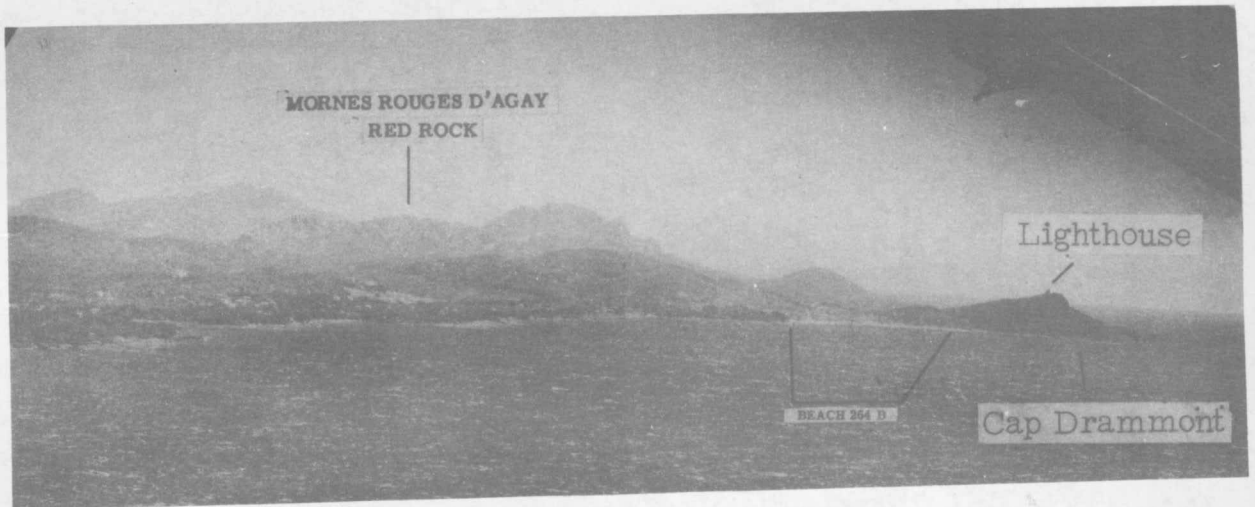
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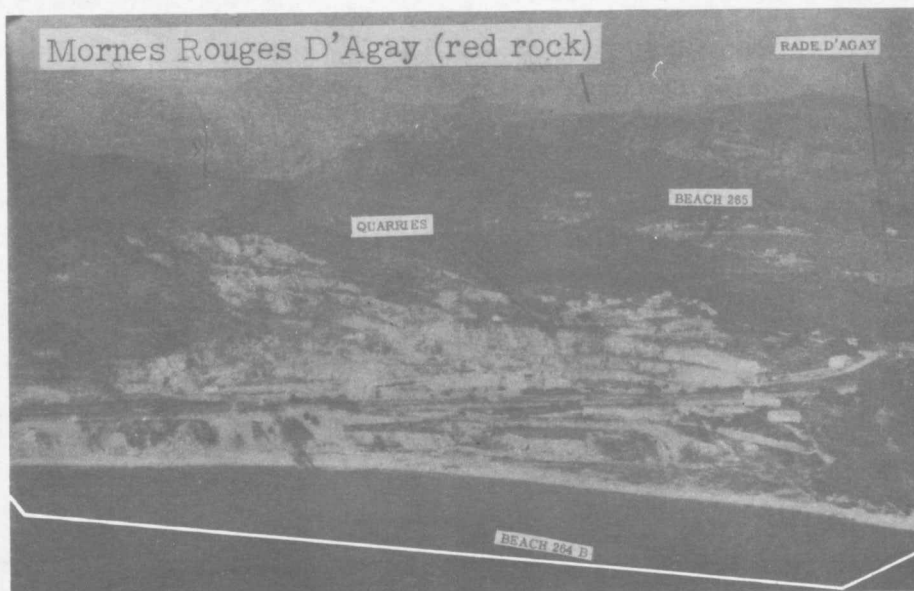
VIII-35

ANNEX "A"

IDENTIFICATION AIDS
BEACH 264B



On distant approach from south, Beach 264B can be identified by Cap Drammont (with light house) on right flank and Morne Rouge D'Agay (a long, high ridge, crowned with a red rock out crop) on the left flank. Approximately 300 yds south west of Cap Drammont is a tiny rocky island, Ile D'Or, with a prominent square white tower.



On close approach the beach may be identified by conspicuous stone quarry backing the beach. The left limit is marked by steep cliffs at end of sand beach. The right limit is marked by wooded slopes.

BIGOT - ANVIL
TOP SECRET
French ULTRA SECRET

File No.
A4-3

Serial: 00987

ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 265

AGAY

LAT: 43° 26' N. LONG: 06° 52' E.

MAP REF: S-225525 to S-232528

APPROACH:

The beach is located at the head of the RADE D' AGAY, a U-shaped bay open to the south. The entrance to the bay is $\frac{1}{2}$ mile wide between CAP DRAMMONT and POINTE DE LA BEAUMETTE. Once inside the RADE D'AGAY, the beach should be easy to identify since it occupies the entire north shore, i.e., the head of the bay.

Anchorage 400 yards off the beach in 5 fathoms, mud and weed bottom; good holding ground.

Approach through entrance to RADE D'AGAY obstructed by a net or boom and reported mine fields.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:30 from 12 feet deep to shore.

The beach is entirely clear of off-lying rocks or bars and there are no obstructions to the approach. A small boat harbor is at the west limit of the beach and a pier, 150 feet long, at the east end.

SUITABILITY FOR CRAFT:

All types of craft and LSTs.

DESCRIPTION OF TERRAIN FEATURES:

A sand beach (semi-circular in shape) 1,100 yards long bounded in the west by a small-boat harbor, and in the east by a small boat pier. The beach is backed by a coast road and inland of that, a railway. The terrain is flat and cultivated between the beach and railway, but beyond this the ground rises steeply into MORNES ROUGE D'AGAY, a range of reddish hills about 1,000 feet in height.

The coast road runs close behind most of the beach but in the western sector it is embanked to some 10 or 15 feet above beach level; in the center and east sectors access to the road is easy. A river mouth cuts the beach near the west end.

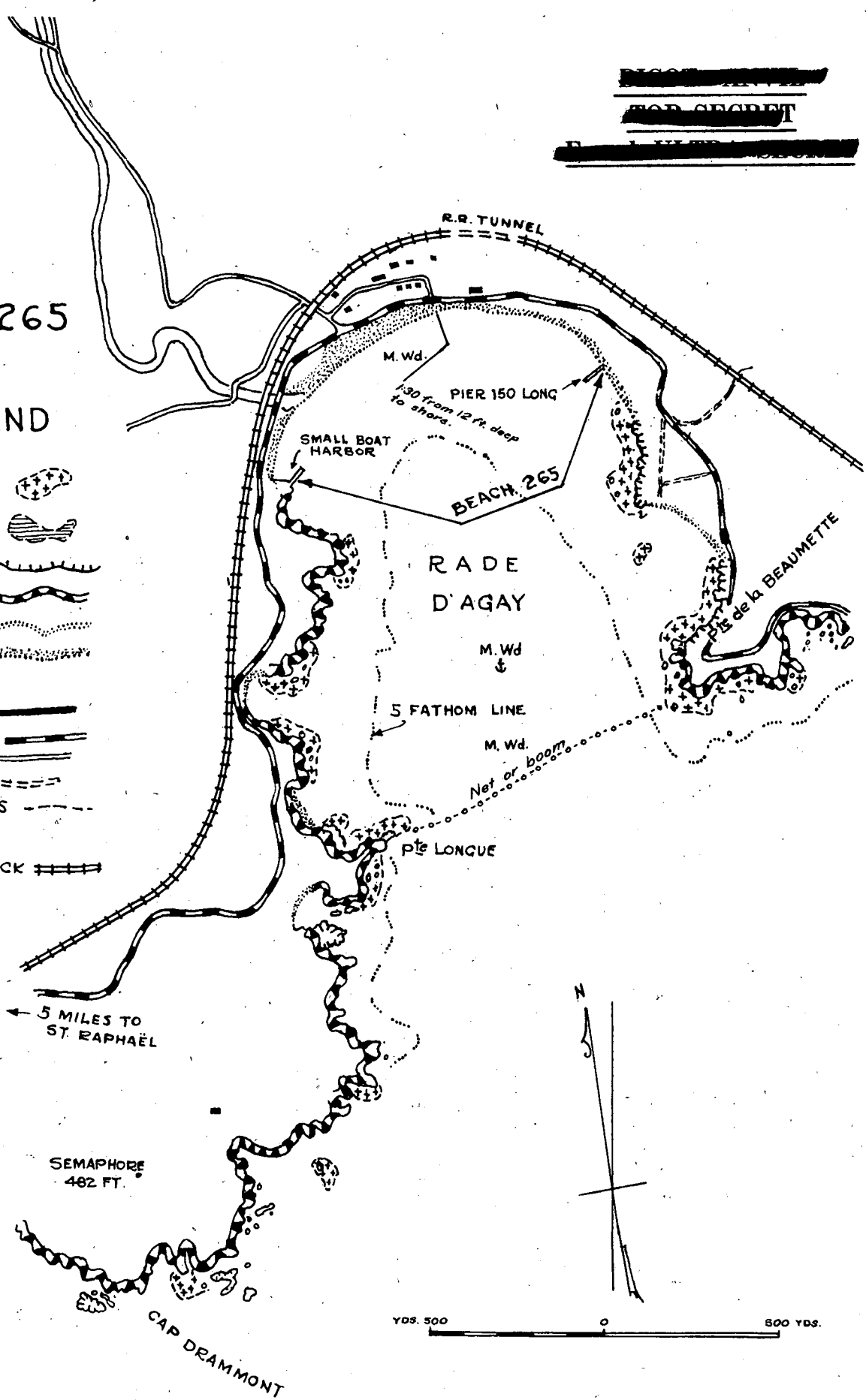
The beach is of limited value for maintenance from an army point-of-view.

~~TOP SECRET~~
~~TOP SECRET~~

BEACH 265

LEGEND

- ROCKS:
 - PINNACLE
 - FLAT ROCK BOTTOM
- ROCKY COAST
- CLIFFS
- SAND BARS
- SAND BEACH
- ROADS:
 - MAIN
 - SECONDARY
 - POLE
 - TRACKS
 - FOOT PATHS
- RAILWAYS
 - DOUBLE TRACK



ALL GRADIENTS ARE CHARTED UNLESS OTHERWISE INDICATED

HYDROGRAPHIC INFORMATION AS OF 15 JULY 1944

PREPARED BY N-2 SECTION, COMMANDER U.S. EIGHTH FLEET

File No.

A4-3

Serial: 00987

ANNEX "A" to
OPERATION PLAN
No. 4-44

BEACH 265 (SMALL SCALE LANDING)

ANTHEOR PLAGE (see panoramic beach sketch)

LAT: 43° 26' N. LONG: 06° 53' E.

MAP REF: S-254531 (point beach).

APPROACH: (see identification photos on the following page)

The beach is located at the head of a small cove open to the southeast. The entrance to this cove is 300 yards wide between rocky points.

Anchorage in 5 fathoms is found 350 yards southeast of the head of the cove; somewhat exposed.

DESCRIPTION OF HYDROGRAPHIC FEATURES:

The underwater gradient (charted) is 1:36 from 12 feet deep to shore.

No sand bars or rocks fronting the beach occur and the approach, if made straight to the beach from the entrance to the cove, is entirely clear. Submerged rocks just off either flank of the beach extend all the way from the beach to the cove entrance, so that the clear passage for craft is only about 80 yards wide. I.S.I.S. reports that easterly or southeasterly winds will bank quantities of seaweed on the beach, some times as much as 4 feet high. Air photographs show banks of weed at the water's edge.

SUITABILITY FOR CRAFT:

DUKWs, LCAs, LCVs, LCMs, and possibly LCT(5)s in limited numbers; too little maneuvering space in the cove for LCTs or LSTs to use the beach. It is suitable for a small scale landing only.

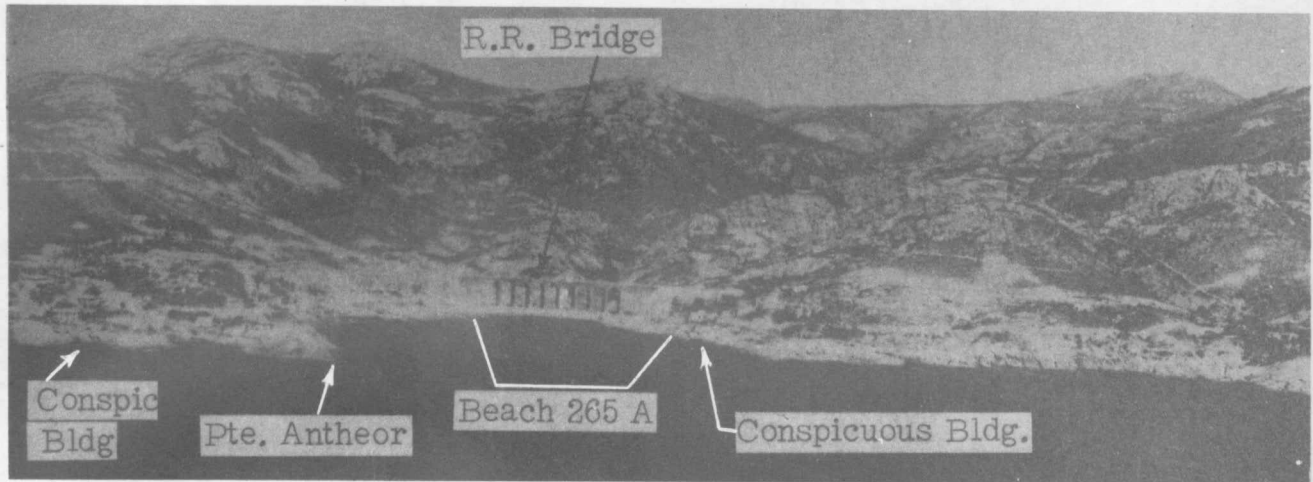
DESCRIPTION OF TERRAIN FEATURES:

80 yards of fine soft sand beach at the head of a small cove, backed by a steeply rising coastline on either side of a narrow gorge. The coast road is embanked directly behind the beach to a height of some 10 feet.

One possible exit for vehicles lies near the east end of the beach but it is very narrow, and large vehicles could not use it without extensive preparation. All vehicles will need aid over the beach because the sand is very soft.

The beach is suitable for a very small scale landing.

IDENTIFICATION AIDS
BEACH 265A



On the distant approach from the eastward, Beach 265A, lying at the head of a small cove, is flanked on the south by Morne Peyssaring, a rocky, barren cone shaped promontory, 510 feet high, and rocky heights north and west. The entrance to the cove, 300 yds. wide, is marked by Pt. D'Antheor to the south and by a high railroad bridge, with 9 concrete arches, directly back of beach. There are several small villas on the high rocky banks forming the sides of the cove.

BIGOT - ANVIL

TOP SECRET

French ULTRA SECRET

File No.
A4-3

Serial: 00987

~~SECRET~~

~~CONFIDENTIAL~~

~~ULTRA SECRET~~

ANNEX "A" to
OPERATION PLAN
No. 4-44


GENERAL NOTES ON IDENTIFICATION OF BEACHES

1. The great majority of houses or buildings, from study of aerial color photographs, in the assault area are usually painted in light color with red roofs. Conspicuous houses referred to on the PANORAMIC BEACH SKETCHES, and in IDENTIFICATION AIDS conform to this rule.
2. It should be emphasized that the enemy has already, and is continuing to fell trees and demolish selected buildings on and near the beaches. This has, and will affect identifiable landmarks. The Tower and crane on the pier at the Seaplane Base on Beach 264 A (formerly a conspicuous landmark), for example, has been removed. Tree felling (particularly in the areas of Beaches 259 and 261), and removal of buildings may be expected to continue with resultant effect upon identifiable landmarks.
3. Weather and atmospheric conditions will affect visibility and in turn the identifiable silhouette of high ground inland of the beaches from seaward. The degree of haze (generally during the morning hours), for example, will determine whether or not inland hills or mountains may be seen from seaward. Notes to this effect appear on the PANORAMIC BEACH SKETCHES.
4. It is strongly recommended that detailed study be made of the PANORAMIC BEACH SKETCHES of the assault beaches and of the low-flying oblique aerial photographs in IDENTIFICATION AIDS (allowing for the angle of the photographs differing from the actual approach of craft from seaward) for landmarks which may aid in the identification of the limits of the designated assault beaches.

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~~ULTRA SECRET~~

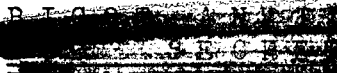
File No.
A4-3

Serial: 00987


ANNEX "A" to
OPERATION PLAN
No. 4-44

IX RADAR STATIONS.

For type, coverage, characteristics and location of enemy radar stations refer to RADIO COUNTERMEASURES Appendix (limited distribution) to ANNEX "C".


SECRET
ULTRA SECRET

File No.
A4-3

Serial: 00987

~~TOP SECRET~~
~~SECRET~~
ANNEX "A" to
OPERATION PLAN
No. 4-44

X MINEFIELDS.

1. Best information on minefields from ports of departure to area of operations is contained in G messages regularly promulgated to all ships.
2. Mine laying by the enemy on the south coast of France, particularly the Riviera, has not been on an extensive scale and such information as has been reported comes from many sources as well as from reconnaissance. Some of the fields are quite old.
3. There is being separately distributed to all ships a chartlet indicating areas concerning which mine reports have been received with existence confirmed by reconnaissance indicated in red.
4. Offshore minefields are likely to be general purpose moored mines with possibility of special types with snag lines, glass floats, etc. Minefields in shallow water may include magnetic acoustic in various combinations, oyster, snag line, glass float, etc.
5. Various types of small units have been used by Germans for mine-laying therefore small irregular lays may be expected. F-lighters and E-boats have been observed to carry mines.

AUTHENTICATED.

J.M. BOIT
J.M. BOIT,
Commander, U.S.N.R.,
Flag Secretary.

~~TOP SECRET~~
~~SECRET~~
~~SECRET~~

X - 1

ANNEX "A"

DOWNGRADED

SC-3477

~~U.S. NAVAL FORCES~~
~~Northwest African Waters~~
~~EFFECTIVE OPERATION ORDER~~

Change No. 4

1 August 1944

to
ANNEX "A"

to

Commander U. S. Naval Forces
Northwest African Waters
EFFECTIVE OPERATION ORDER

Part I - General

Page 3, Paragraph 5

In first sentence change "paragraph 1(c) of Operation Order 2-44" to read "paragraph 1(e) of Operation Order 3-44".

not completed

Appendix 1

Remove and destroy entire Appendix and insert new Appendix 1 of 8 pages attached hereto.

Appendix 3

Page 3, Paragraph 8

Delete entire article and insert the following in lieu thereof:

8. Shore Station Holdings

Coding boards serving Eighth Fleet shore activities hold publications listed in Tables II, III, IV and V in accordance with the class allowances indicated below.

TABLES

	II	III	IV	V
NAAB AGADIR	3	3	3	3
USNavDet AJACCIO	3	3	3	-
Aluslo ALGIERS	2	2	2	2
PT Base BASTIA	3	3	3	-
AATB Bizerte	5#	5#	5#	5#
USNavDet CAGLIARI	3	3	3	-
USNavDet CALVI	3	3	3	-
ComNOB CASABLANCA	5	5*	5	5
Comm. Liaison Unit GIBRALTAR	5	5	5	5
PT Base MADDALENA (PT Base 12 Hdqts)	3	3	3	-
USNavDet NAPLES	7%	7%	7%	7%
ComNOB ORAN	5	5*	5	5
ComNOB PALERMO	4	4*	4	4
NAS PORT LYAUTEY	5**	5**	5**	5**
AATB SALERNO	3	3	3	3
Senior Aluslo Italy, TARANTO	2	2	2	2

NOTE: * Plus special British publications as indicated in Article 23 of MWCO.

As coding guard for ComEighthPhib(Adm)

% As coding guard for ComEighthFleet

** As coding guard for ComFairWing 15

Page 4

Under "MEANING OF COLUMN NUMBERS" opposite Column 3 change "ATR and ARS" to read "ATR, ARS, and AOG"; opposite Column 2 change "ATR and ARS" to read "ATR, ARS, and AOG".

Page 5, Table 1

Remove and destroy entire page and insert new page 5 attached hereto.

Appendix 1

to

ANNEX "A"

to

Commander U. S. Naval Forces
Northwest African Waters
EFFECTIVE OPERATION ORDER

ADMINISTRATIVE COMMUNICATION ORGANIZATION

1. The administrative communication organization of the U.S. Naval Forces, Northwest African Waters, is subject to change on short notice. Point to point radio and wire circuits are provided to meet existing conditions which vary with the location of shore based fleet commands and the area of active operations.

2.(a) U.S. Naval Shore Radio Stations, Northwest African Waters.

<u>Call Sign</u>	<u>Location</u>	<u>Currently Guards For</u>
NHY	Port Lyautey	U.S. Naval Air Station, Port Lyautey Commander Fleet Air Wing 15 Naval Air Transport Service, Port Lyautey
NJC(BRK)	Casablanca	Commander Moroccan Sea Frontier Commandant, Naval Operating Base, Casablanca Commanding General, Atlantic Base Section U.S. Naval Base Hospital No. 5 Sub-Registered Publication Issuing Office, Casablanca Comar Casablanca (French Navy) U.S. Naval Port Officer (U.S. NavPO) Casablanca Deputy Ministry of War Transport Representative British Naval Liaison Officer, Casablanca RAF 145 MU
NTY(BRD)	Oran	Commandant Naval Operating Base, Oran U.S. Naval Station, Oran U.S. Naval Station, Mers-El-Kebir U.S. Naval Receiving Station, Oran U.S. Naval Base Hospital, No. 9 U.S. Naval Supply Depot, Oran U.S. Naval Ammunition Depot, Oran Commanding General, Mediterranean Base Section, USA Registered Publication Issuing Office, Oran Comar Oran (French Navy) *U.S. Naval Station Arzew U.S. Naval Port Officer (U.S. NavPO) Oran
NUG	Bizerte	Commander 8th Amphibious Force (Adm) Advanced Amphibious Training Base, Bizerte Flag Officer, Tunisia (Royal Navy) Commanding General, Eastern Base Section, USA Capt. Supt - Ferryville (Royal Navy) PT Base, Bizerte Sub-Registered Publication Issuing Office, Bizerte

* Radiop guard only. Arzew is served by U.S. Army teletype network.

Call Sign Location

Currently Guards For

		Graving Dock Operating Detachment, Tunis U.S. Naval Port Officer (U.S. NavPO) Bizerte
NWG	Agadir	Fleet Air Advanced Base No. 1, Agadir
NXG	Naples	Commander Eighth Fleet (ComNavNAW) U.S. Naval Detachment, Naples Supreme Allied Commander Mediterranean Theater Commander in Chief, Mediterranean (Royal Navy) Air Commander in Chief, Mediterranean Allied Air Forces Mediterranean Allied Coastal Air Force Flag Officer Western Italy (Royal Navy) NOIC Naples (Royal Navy) U.S. Naval Salvage Unit, Naples Sub-Registered Publication Issuing Office, Naples Commanding General, Peninsular Base Section U.S. Naval Port Officer (U.S. NavPO) Naples
NXG-1	Salerno	Advanced Amphibious Training Base, Salerno Commander Amphibious Training Group, 8th Amphibious Force
NYQ(GYU)	Gibraltar	Flag Officer Gibraltar and Mediterranean Approaches U.S. Naval Communication Liaison Unit, Gibraltar Air Officer Commanding, Gibraltar Aluslo Gibraltar U.S. Naval Port Officer (U.S. NavPO) Gibraltar
NZH	Palermo	Commandant, Naval Operating Base, Palermo Fleet Air Facilities, Palermo U.S. Naval Port Officer (U.S. NavPO) Palermo
Z2J	Bastia	PT Base, Bastia Senior Officer Inshore Squadron (Royal Navy)
Z3G	Ajaccio	U.S. Naval Detachment, Ajaccio Commander Petroleum Division One Comar Corse (French Navy)
Z4L	Maddalena	Commander Boat Squadrons, 8th Fleet Commander MTB Squadron 15 Commander MTB Squadron 22 Commander MTB Squadron 29 PT Base, Maddalena Commanding Officer PT Base 12 NOIC Maddalena (Royal Navy)
Z5W	Calvi	U.S. Naval Detachment, Calvi PT Base Calvi Petroleum Division One Unit, Calvi
Z6K	Cagliari	U.S. Naval Detachment, Cagliari

(b) The following U.S. Naval activities in this theater are served by the Royal Navy radio stations indicated.

<u>Activity</u>	<u>U.S.N. Pubs</u>	<u>RN Station</u>
Senior U.S. Naval Officer, Algiers) U.S.N. Port Officer (USNavPO)Algiers)	Class 2 plus special NavPO pubs	BRF(Algiers)
Senior Aluslo, Italy) U.S.N. Port Officer (USNavPO)Taranto)	Class 2 plus special ONI and NavPO pubs	BRL(Taranto)
USN Port Officer (USNavPO)Alexandria	Special ONI and NavPO pubs	MSA(Alexandria)
USN Port Officer (USNavPO) Beirut	" "	MIB(Beirut)
USN Port Officer (USNavPO) Port Said	" "	MIP(Port Said)
USN Port Officer (USNavPO) Suez	" "	MID(Suez)
USN Port Officer (USNavPO) Augusta	No	VWD(Augusta)
USN Port Officer (USNavPO) Bari	No	BRM(Bari)

3. Major USN Point to Point Radio Circuits

<u>Circuit</u>	<u>Stations</u>	<u>Frequencies</u>
US 300 (W-10)	NSS (Control) NTY NJC	4530 6340 8420 11510 14770 18880
US 303	NTY (Control) NUG	3700 6095 6340 8420
US 306	NXG (Control) NZH NUG Z3G	3205 5910
*US 307	NXG (Control) NXG-1	369
US 308	NXG (Control) NZH NUG Z6K	2860 5120
US 310	NJC (Control) NHV NWG	2716 5950
US 311	NXG (Control) NTY	5015 9160

* Manned only in case of failure of teleprinter service.

<u>Circuit</u>	<u>Stations</u>	<u>Frequencies</u>
US 312	Z3G (Circuit con- Z2J trolled by Z4L ComBoatRons) Z5W	3405 5775
BR 75 (US 313)	NYQ (Control) NTY NJC	2525 5670
AM (Air Ministry) 47	7MM (Gibraltar) B9M (Yundum) U8Y (Dakar) NJC	5765 10085 14785
RAF/USN Operational	7MM (Gibraltar)(Control) MIY NJC NWG	2780 4290

NOTE: "US" and "BR" circuit designations are assigned by AFHQ and do not have any significance outside this theater.

4. Mobile Services (U.S. Naval Radio Stations)

	<u>Stations</u>	<u>Frequencies</u>
Port Wave	NJC(BRK) NTY(BRD) NUG NZH Z6K NXG-1	2150
Convoy H/F	NJC NHV NWG	3925 6666
Harbor Frequency	NJC NZH	2670
Patrol Wave	NTY NZH	2716
Aircraft Control	GABBLE (Control Tower, Port 6440 Lyautey)	2870
Aircraft Control	CRANE (Control Tower, FAAB No. 2, Tunis)	6590
ComPetDiv 1, Fueling Frequency (voice)	PETCOR(Ajaccio) PETROS(Ille Rouse) PETCAL(Calvi)	2716

	<u>Station</u>	<u>Frequency</u>
Casablanca Harbor Drill	NJC	2090
Oran Harbor Drill	NTY	2860
International Distress	NHY	500
	CNM(Casablanca-French)	
	FUK(Oran - French)	
	FUX(Bizerte-French)	
	IAJ(Cagliari-Italian)	
	NZH	
Gibraltar RAF Reconnaissance	NHY	3025
	NWG	6480
	NJC	
	(Also guarded by TD8(Gibraltar) and 30H(St. Eval)	
Petroleum Circuit(ComPetDiv 1)		3920
Plane to Plane Training (Agadir)		430 #
U.S. ship-shore (Naples area only)	NXG	2090 &
Aircraft Training (Moroccan Sea Frontier Area)		4105 4385 7020 7535
Drill - Arzew, Bizerte, Palermo and Naples Area		2475 \$ 3905 4935
Escort Sweeper Group (VHF)		30.14 mcs 32.86 "
PT boats (VHF)		30.14 "
Aircraft Navigational and Meteorological Broadcast	NHY	414
NOTE: # - Power limit 125 watts & - Power limit 100 watts \$ - Power limit 75 watts		

5. Special Services - Port Lyautey

NAS Port Lyautey, using call sign WFH, maintains the following circuits for communication with American Export Airlines Stations as indicated.

Naval Air-Transport Service	WFH	3395
(New York)	WSY (New York)	5730
		8720
		12395
		17214
Naval Air-Transport Service	WFH	4065
(Dakar)	NWL (Dakar)	8546
	WYQY (Dakar)	12180
		11290

Air to Ground Amex Planes

3082.5
3285
6523
6543
8554
11319

6. Frequency Designators

Frequencies used on certain major point to point circuits have been assigned designating letters for convenience in shifting frequencies with appropriate procedure signals. Frequencies will invariably be enciphered when referred to on fleet circuits.

<u>DESIGNATING LETTER</u>	<u>FREQUENCY</u>	<u>DESIGNATING LETTER</u>	<u>FREQUENCY</u>
A	5075	N	5950
B	3140	O	4530
C	3700	P	6340
D	4715	Q	11510
E	6095	R	14770
F	4170	S	18880
G	8270	T	9160
H	8770	U	355
I	2090	V	6145
J	3205	W	5120
K	5910	X	8420
L	3680	Y	195.5
M	2860	Z	5015

NOTE: Designating letters are effective only for use within the theater and on point to point circuits.

7. Responsibility For Notification of Local Changes

Control stations on point to point circuits will keep the Commander U.S. Naval Forces, Northwest African Waters fully informed (via chain of command) of the status of the circuits concerned. Task Force and Group Commanders will provide the Fleet Commander with timely information of prospective changes in radio guard responsibility.

8. NSS Fox Guard

See paragraph 9, Communication Plan.

9. Basegram Delivery Authorities

See paragraph 16, Communication Plan.

10. VH/F Frequencies for Inter-Ship and Ship-Plane Communications

"A"	6270	X 18 (112.86 Mcs.)	Coastal Guard (Ships to Fighter Cover)
"B"	5762.5	X 18 (103.725 Mcs.)	Inter F.D.O. Wave
"C"	6450	X 18 (116.1 Mcs.)	Air Force World Wide Guard
"D"	6890	X 18 (124.02 Mcs.)	Fleet VH/F R/T Wave (Inter-Ship)

Ships equipped with SCR 522 sets will be prepared to operate on these four channels. Crystals will be supplied by ComNavMAW crystal bank at Naples. Air Spot crystals may be substituted on channels "A" and "D" while engaging in shore fire support missions. Air spotting frequencies will be allocated in the plan for a specific operation. Channel "A" will be the normal channel for communications between ships and fighter cover. Procedure for communication with fighter cover is laid down in MJO Part V. Channel "D" is used for inter-ship voice communications by vessels of the Royal Navy,

and may be so used by U.S. vessels in this theater. Additional information is included from time to time in British General Messages (MED B's).

11. Requests for Radio Frequencies

The allocation of radio frequencies in the Northwest African Theater is controlled and coordinated by the Supreme Allied Commander Mediterranean Theater. Requests for frequency assignments should be addressed to the Commander U.S. Naval Forces, Northwest African Waters. The frequency allocations of USF 70A and DNC-1 are, in general, not effective in this theater. However, U.S. Naval ship-shore calling frequencies are clear and may be used should the occasion arise, although they are not guarded by bases in the Northwest African Waters.

12. Wire Services

- (a) Telephone, telegraph, and teletype services within the theater are normally under the jurisdiction of the U.S. Army for installation and maintenance. Interested activities should apply to local Signal Corps authorities for latest information on wire lines. Such information is published from time to time and copies of directories and traffic diagrams are usually available locally.
- (b) Request for intra-station wire service which cannot be met by local Army authorities should be forwarded to ComNavNAW via chain of command for coordination with Army signal authorities at AFHQ. All cases of overloaded wire circuits and poor service should be reported immediately to local Army authorities.
- (c) All U.S. Naval activities will keep the Commander U.S. Naval Forces, Northwest African Waters fully informed of the status of all inter-station and intra-station wire circuits.
- (d) The following call signs for use on teletype lines are assigned to Eighth Fleet activities:

ComEighthFleet	LUAU
ComNavNAW(Adm.)	LUBV
ComEighthPhib(Ops)	LUWQ
ComEighthPhib(Adm)	LUCW
ComGroup 2, EighthPhib	LUDX
Radio Casablanca	LUOI
Radio Port Lyautey	LUQK
Radio Agadir	LLJU
Radio Oran	LUEY
U.S. Naval Station, Arzew	LUKE
Radio Bizerte	LUUO
Radio Naples	NNPL
Radio Palermo	LHDK
AATB Salerno	NSLO

NOTE: Teleprinter call signs followed by letter "S" (e.g. LUOI-S) will be used when it is desired to use teleprinter secrecy devices.

13. Facilities for Radio Calibration

Radio Direction Finder calibration facilities are available at:

U.S. Naval Station Arzew

Target - Signal Tower on hill - 35 - 51 - 45 North
00 - 18 - 06 West

A.A.T.B. Bizerte

Target - Radio Tower south of - 37 - 14 - 46.5 North
Officers quarters La
Pecherie - 09 - 50 - 14.7 East

Frequencies available for calibration purposes are: 369, 430, 575, 895, 1205, and 1425 kcs. Ships desiring calibration should make arrangements with the station communication officer one day prior to calibration.

14. Temporary Call Signs

The following temporary call signs from Part 10, Radio Call Sign Book have been assigned for use within the theater. Of these calls Z7C, Z8R, Z8H, Z9T must always be encrypted.

Z6K Radio Cagliari
Z6M All Harbor Patrol Craft Palermo
Z7C U.S.N. Communication Liaison Unit "P" (in Raimondo Montocuccoli)
Z8R All U.S. "J" Ships 8th Fleet
Z8H All Flotilla Group and Division Commanders of Landing Ships and Craft 8th Phib
Z9T All Unit and Section Commanders of Escort Sweeper Group 8th Phib
Z4L Radio Maddalena
Z2J Radio Bastia
Z5W Radio Calvi
Z3G Radio Ajaccio

These are the only temporary call signs from Part 10 authorized for use within the 8th Fleet. Further necessary assignments will be made and promulgated by ComNavNAW upon request.

15. Radio Material

Radio Material Offices are established at N.O.B., Casablanca; N.O.B., Oran; ComNavNAW (Administrative Office), Naples; A.A.T.B., Bizerte; and N.O.B., Palermo. Vessels desiring spare parts and repair work for radio, radar, underwater sound or ECM equipment, apply to the nearest Radio Material Officer.

TABLE I
ASSAULT CRYPTOGRAPHIC PUBLICATIONS

HOLDERS	CCBP 102	CCBP 0131	MBC	CSP 1606	CCBP 11	CCBP 0122	CCBP 0130	SP 02433/BR 777	SP 02308	BR 637	L.C.S.B.(M)	CSP 1511/12
Allied Force HQ	x	x	x	*	x	x	x	x	%	-	-	%
AFHQ Advanced CP	x	x	x	*	x	x	x	x	-	-	-	-
Com Gen, 7th Army	x	x	x	*	x	x	x	-	-	-	-	-
US Corps HQ	-	x	x	*	x	x	x	-	-	-	-	-
US Division HQ	-	x	x	*	x	x	x	-	-	-	-	-
US AAA/ART Brigades HQ	-	-	x	*	-	x	x	-	-	-	-	-
US Regimental HQ	-	-	x	*	-	x	x	-	-	-	-	-
US AAA/ART Groups HQ	-	-	x	*	-	x	x	-	-	-	-	-
US Battalion HQ	-	-	x	*	-	x	x	-	-	-	-	-
French Corps HQ	-	%	x	*	x	x	%	-	-	-	-	-
French Armored Div. HQ	-	-	x	*	x	x	%	-	-	-	-	-
French Divisions HQ	-	-	x	*	x	x	-	-	-	-	-	-
French Regimental HQ	-	-	x	*	-	x	-	-	-	-	-	-
French Battalion HQ	-	-	x	*	-	x	-	-	-	-	-	-
Air Force or Command HQ	x	x	x	%	x	x	x	x	%	-	-	%
RAF Group HQ	-	x	x	-	x	x	x	x	-	-	-	-
RAF Wing HQ	-	-	x	-	x	x	x	x	-	-	-	-
RAF Squadron HQ	-	-	x	-	x	x	x	x	-	-	-	-
USAAF Wing HQ	-	x	x	-	x	x	x	x	-	-	-	-
USAAF Group HQ	-	-	x	-	x	x	x	x	-	-	-	-
USAAF Squadron HQ	-	-	x	-	x	x	x	x	-	-	-	-
Naval CinCmed	x	x	x	%	x	x	x	x	x	x	x	%
BR Flag Officers	x	x	x	-	x	x	x	x	x	x	x	-
BR Major War Vessels, plus white ensign LSI(L)	-	x	x	-	x	x	x	x	x	x	x	-
BR Minor War Vessels plus red ensign LSI(L)	-	-	-	-	-	x	x	-	-	x	x	-
BR L/C Coastal Forces/ Beach Parties	-	-	-	-	-	x	x	-	-	-	x	-
US Flag Officers	x	x	x	*	x	x	x	x	x	x	x	x
US Major War Vessels	-	x	x	*	x	x	x	x	x	x	x	x
US Minor War Vessels	-	-	-	*	-	x	x	-	-	x	x	x
US LST, LCI(L), LCT Flot. & Gr. Cdr.	-	-	-	*	-	x	x	-	-	x	x	x
Main Beachmaster	-	-	-	*	-	x	x	-	-	x	x	x
US Coastal Forces	-	-	-	-	-	x	x	-	-	x	x	-
US LCT, ASRB, LCC, Beach Parties	-	-	-	-	-	x	x	-	-	-	x	-
S.F.C.P./A.G.L.P.	-	-	x	-	-	!	x	-	-	-	-	-
French Flag Officers	%	%	x	%	x	%	%	-	x	x	x	%
French Major War Vessels	-	%	x	%	x	%	%	-	x	x	x	%

! - Hold special authenticator.

x - Holder.

% - Held by liaison unit with that command.

* - Held but not to be used for communication with the
navies until after D+5. This system is for use only
in communication between armies and navies.

Appendix 3

Page 6, Table II

(a) Opposite "CCBP 0122-B" change numerals "3" and "2" wherever appearing to, "x".

(b) Delete from list the following publications:

CSP 956
CSP 1118
CSP 1216
CSP 1227

Page 7, Table II

Insert "CSP 1941" in numerical order and opposite it place an "x" in columns 5, 5A, 4, 3 and 3A.

Page 8, Table III

(a) Delete "SP 02298".

(b) Delete "SP 2538 (supersedes SP 2537)" and insert "SP 2539" in lieu thereof.

(c) Insert "(supersedes SP 2539)" after "SP 2537".

Appendix 8

Page 2, sub-paragraph (2)

Change letter for LCS from "Q" to "J".

Page 2, sub-paragraph (5)

Delete entire sub-paragraph and insert the following in lieu thereof:

(5) Call signs for the Shore Fire Control Parties, Fire Support Units, Naval Gunfire Liaison Officers, and BEEDEX units may be generated as follows:

Shore Fire Control Party 16	FC 16
Fire Support Unit 16	FS 16
Naval Gunfire Liaison Officer 16	LO 16
BEEDEX unit 16	BD 16

Appendix 10

Remove and destroy entire appendix and insert new appendix 10 attached hereto.

Appendix 10

to
ANNEX "A"

to

Commander U. S. Naval Forces
Northwest African Waters
EFFECTIVE OPERATION ORDER

ASSIGNMENT OF RAID LETTERS

Paragraph 212, MWC0 prescribes the use of the Combined Air Warning Code and Mediterranean Area Fighter Operations Grid (MAFOG) for radar reports. The Combined Air Warning Code requires the use of raid letters. The following raid letters have been assigned by the Commander in Chief, Mediterranean. They also appear in MSGO, paragraph 257.

<u>RAID LETTERS</u>	<u>SHIP</u>	<u>RAID LETTERS</u>	<u>SHIP</u>
GA GB GC	DELHI	SF SG SH	LSF (FDT) 13
HA HB HC	STUART PRINCE	TF TG TH	LST 32 (GCI)*
JA JB JC		UF UG UH	LST 140 (GCI)*
KA KB KC	ARGONAUT	VF VG VH	LST 394 (GCI)*
LA LB LC	BELLONA	WF WG WH	ROYALIST
MA MB MC	ARETHUSA	YF YG YH	TULAGI*
NA NB NC	ACHILLES	ZF ZG ZH	KASAAN BAY*
OA OB OC	DIDO	AJ AK AL	HUNTER
PA PB PC	SIRIUS	BJ BK BL	KHEDIVE
QA QB QC	ORION	CJ CK CL	EMPEROR
RA RB RC	AURORA	DJ DK DL	SEARCHER
SA SB SC	AJAX	FJ FK FL	STALKER
TA TB TC	BLACK PRINCE	GJ GK GL	ATTACKER
UA UB UC		HJ HK HL	PURSUER
VA VB VC		MJ MK ML	
WA WB WC	MALAYA	NJ NK NL	PHILADELPHIA*
XA XB XC	ARKANSAS*	OJ OK OL	BAYFIELD*
YA YB YC	NEVADA*	PJ PK PL	DULANE*
ZA ZB ZC	TEXAS*	QJ QK QL	BISCAYNE*
AF AG AH	WARSPITE	RJ RK RL	CATOCTIN*
BF BG BH	RAMILLES	SJ SK SL	BROOKLYN*
CF CG CH	COLOMBO	TJ TK TL	OMAHA*
DF DG DH	CALEDON	UJ UK UL	MARBLEHEAD*
JF JG JH	ANTWERP	VJ VK VL	CINCINNATI*
KF KG KH		WJ WK WL	QUINCY*
LF LG LH		XJ XK XL	AUGUSTA*
MF MG MH		YJ YK YL	TUSCALOOSA*
NF NG NH	ULSTER QUEEN	ZJ ZK ZL	
OF OG OH	ABERCROMBIE		
PF PG PH			
QF QG QH			
RF RG RH			

NOTE: * U.S. Ships

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ANNEX "B" TO OPERATION PLAN NO. 4-44

GUNFIRE SUPPORT PLAN

Task Organization.

SUPPORT FORCE

- (a) ALPHA Gunfire Support Group
Units as assigned.
- (b) DELTA Gunfire Support Group
Units as assigned.
- (c) CAMEL Gunfire Support Group
Units as assigned.
- (d) SITKA Gunfire Support Group
Units as assigned.

1. Information.

- (a) See Annex (A). Characteristics of Theater and Enemy Strength.
- (b) The following material is being distributed to all ships which may be assigned fire support missions.
 - (1) Collation maps, scale 1/25000 with defenses overprinted.
 - (2) Panoramic graphic presentation of assault areas.
 - (3) 1/50000 map charts overprinted with British Grid. Target overlays will not be furnished as distortion destroys their value.
 - (4) Aerial photographs of certain important targets as available.
- (c) Spare copies of A.N.P.M. No. 13 (Enemy Coast Defenses) are being supplied to Commander Support Force for distribution to fire support ships.
- (d) The British Grid System will be used for the purpose of naval gunfire. Attention is directed to that portion of the assault area where the Brown and Red grid join. To avoid misunderstanding, targets designated in this area must be specified by Grid color and small square letters in addition to coordinates. Furthermore, it must be noted that grid lines do not run true North-South, East-West.

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- (e) Naval Gunfire Liaison Officers assigned by Commander EIGHTH Amphibious Force to Army Shore Fire Control Parties. Forward Observers Bombardment (Officers only) without equipment attached to each Shore Fire Control Party in ALPHA Sector. Three (3) U.S. Army Spotting Sections with FIRST Special Service Force. Nine (9) Forward Observer Bombardment Parties with French Corps, to be augmented as soon as possible by fifteen (15) Shore Fire Control Parties withdrawn from VI Corps. Two Forward Observer Bombardment Parties and one (1) U.S. Army Spotting Party with Provisional Airborne Division. Two (2) Forward Observer Bombardment Parties with French Commando. British Bombardment Liaison Officers in French Fire Support ships.
 - (f) List of numbered gunfire targets will be distributed as Appendix 1 to this Annex.
 - (g) Gunfire support areas shown in Appendix 2 to this Annex.
 - (h) Initial areas of responsibility for each Attack Fire Support Group is shown on Fire Support Area Chartlet, Appendix 2 to this Annex.
 - (i) Spotting aircraft will be furnished by CVEs, T/R Squadrons, and, if feasible by VOS aircraft from U.S. Battleships, Heavy Cruisers, and Light Cruisers.
 - (j) Include in action reports as practicable the pertinent data as shown in sample form, Report of Fire Missions, Appendix 11 to this Annex.
2. Gunfire Support Groups will furnish preassault bombardment of prearranged targets and supporting fire as required during the assault and follow up in order to assist ground and airborne troops in landing and in advancing to prescribed objectives.
3. (a) ALPHA Gunfire Support Group.
- (b) DELTA Gunfire Support Group.
- (c) CAMEL Gunfire Support Group.
- (1) Execute preliminary fire support missions, supporting, and other fire missions as directed by Attack Force Commanders.
 - (2) Use Spotting Officer in LCC as feasible to observe and control close supporting fire on beaches prior to and during the touchdown.
 - (3) During preliminary aerial bombardment execute counter-battery fire only if directed by Attack Force Commanders.
- (d) SITKA Gunfire Support Group.
- (1) Execute fire missions in support of the SITKA Military Units as directed by the SITKA Attack Force Commander.

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- (X) (1) Spotting agencies (FOBs, Shore Fire Control Parties, Artillery Aerial OPs, Naval Aircraft, and Tactical/Reconnaissance Aircraft) furnish adequate description of targets on which fire has been requested. Keep fire support ships advised of positions of own front lines when feasible by use of Combined Assault Code. Use Mediterranean Bombardment Code to indicate type of target and type of fire required. Use Combined Assault Code when informing fire support ships of prospective movements of own troops.
- (2) After initial assault, keep Gunfire Support Group Commanders advised of targets under fire.
- (3) Expend ammunition with caution in view of limited reserves. Do not employ rapid fire for more than one minute without correcting deflection and range. U. S. ships use the following table of rates of fire when delivering the various types of fire for effect listed in Part 1, Paragraph 8 (a) (ii) and 8 (a) (iii) of Mediterranean Bombardment Code.

Rounds per Ship per Minute

Type Battery	Maximum Rate	Rapid Fire	Slow Fire
14"	12	8	4
12"	12	8	4
8"	15	9	6
6"	30	18	9
5"/51	24	16	8
5"/38	40	24	12
5"/25	40	24	12

- (4) Do not employ proximity fuze projectiles when duds may land on Islands or the mainland, or when any portion of the trajectory will be within 500 yards of own forces.
- (5) Be guided by the following general principles:
- (a) BATTLESHIPS. Conduct preliminary bombardment as directed by Attack Force Commanders. Against heavy concrete or similar targets, use A.P. projectiles as directed. When directed, take station in assigned fire support areas. Execute fire support missions as directed by Attack Force Commanders. Use spotting agencies assigned.

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- (b) CRUISERS. Conduct preliminary bombardment as directed by Attack Force Commanders. Execute counter-battery fire, and fire on prearranged targets and targets of opportunity. When directed, take station in assigned fire support area. After landing, execute counter-battery fire on enemy batteries opposing our effort, which can be engaged without endangering own troops. Execute fire support missions as requested by Troop Commanders through Shore Fire Control or FOB parties. Fire on targets of opportunity as requested by spotting agencies. Use spotting agencies assigned.
- (c) DESTROYERS, LCGs. Conduct preliminary bombardment as directed. Support and cover the landing. Provide close supporting fire using main battery and heavy machine guns against enemy batteries and beach defenses which endanger the landing and the task of the Combat Demolition Units. Be alert to exploit use of white phosphorous or other smoke projectiles. When directed, take station in assigned fire support area. Furnish fire support missions as requested by spotting agencies.
- (d) LCF. Take station as assigned. Provide anti-aircraft defenses for assault wave and Demolition Units. Execute counter-battery fire against beach defenses as feasible.
- (e) LCT(R). Take stations and cover the landing as directed by Attack Force Commanders. Craft on flanks of beaches employ smoke rockets as directed by Attack Force Commanders. After discharge of initial fill, withdraw to flanks clear of boat lanes and transport areas. Await orders of Attack Force Commanders.
- (6) Fire Support Group Commanders may direct a shift from a prearranged target to a target of opportunity.
- (7) Shore bombardment may be reduced as necessary to repel enemy air, submarine, or surface attack on fire support ships or transport area. If such reduction is necessary, fire support ship concerned will advise spotting agencies.
- (8) Gunfire Support Group Commanders will interchange fire support and screening destroyers as warranted by ammunition expenditures, coordinating exchange with Commander Anti-Submarine Screen.
- (9) When expenditures of ammunition reach 60% of total type allowance for caliber, notify Commander Support Force. Gunfire Support Group Commanders report daily commencing at 2000 D Day to his Attack Force Commander and to Naval Commander Western Task Force and Commander Support Force the amounts and types of main battery ammunition remaining in Battleships, Heavy Cruisers, Light Cruisers and Destroyers. These reports

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will indicate ammunition on hand as of 1800 each day.

- (10) Projectiles not fitted with base or point detonating fuzes will be time fuzed to burst at predicted range.
 - (11) In order extend life of large caliber guns, use reduced charges when possible.
 - (12) All spotting agencies and Fire Support Ships use Mediterranean Bombardment Code. Use frequencies assigned in Communication Annex.
 - (13) United States Naval Gunfire Liaison Officers will revert to Naval Command upon order from Commander Support Force.
 - (14) LCS(S) and other craft designated by Attack Force Commanders will support the leading assault wave and Combat Demolition Units.
 - (15) Task Force Commanders insure that charts, maps, photographs and other pertinent intelligence information receive adequate and timely distribution.
 - (16) All Naval ships and Merchant ships in the Troop Carrier Aircraft Corridor as defined in Part VI, Appendix 1 to Annex "F", Air Plan of Operation Plan 4-44 are prohibited from firing anti-aircraft batteries during troop carrier aircraft operations.
 - (17) Ship board anti-aircraft batteries will be strictly controlled in accordance with the rules laid down in Appendix 9 to Annex B, Gunfire Support Plan, Operation Plan No. 4-44.
4. (a) Reserves of ammunition and smoke materials are as shown in Appendix 3 to this Annex. Battleships, Heavy Cruisers and Light Cruisers authorized to carry ammunition to capacity of magazines.
- (b) Commander ALPHA Attack Force responsible for allocation and distribution of 4.5", 5" and 7.2" rockets.

APPENDICES:

- (1) Target List.
- (2) Fire Support and Transport Area Chartlet.
- (3) Reserve Ammunition and Reserve Smoke.
- (4) Light Indicator Net Directive.
- (5) Smoke Directive.
- (6) Chemical Defense Directive.
- (7) Beach and Underwater Obstacle Directive.

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ANNEX "B" TO
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- (8) Employment of Bomb and Mine Disposal Units.
- (9) Restrictions for Operation of Aircraft, Rules for Anti-Aircraft Fire, and Use of Smoke.
- (10) Armament Characteristics of Major Allied Ships.
- (11) Sample Form For Reporting Fire Missions.
- (12) Sample Form For Prearranged Bombardment With Air Spot.
- (13) Pre D day Bombing, XII Tactical Air Command Operation "NUTMEG".
- (14) Pre H hour Bombing, XII Tactical Air Command Operation "YOKUM".
- (15) Post H hour Bombing, XII Tactical Air Command Operation "DUCROT".

AUTHEN

J. M. ECIT
J. M. ECIT,
Commander, USNR,
Flag Secretary.

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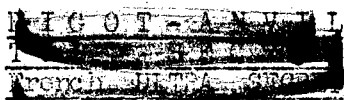
APPENDIX 1 TO GUNFIRE SUPPORT PLAN, ANNEX B

OPERATION PLAN 4-44

TARGET LIST

1. This appendix lists targets to which prearranged numbers have been assigned. In addition to targets in the assault area, there are included targets in the coastal area in both directions from the assault area against which naval gunfire or aerial bombing might be used in the follow-up.
2. Summarized information on the nature of the targets is included. Later and more complete information concerning the more important targets is contained in the Information Annex (Annex A to Operation Plan 4-44.)
3. (a) Targets consist of a letter and two digits. Targets with numbers in the same letter group are in the same general locality.
(b) The grid coordinates are from one of two grid zones, either the Lambert Zone 3 (RED) or the North Italy Zone (BROWN). Grid square letters must be used in conjunction with the coordinates to avoid any confusion as to the zone. In general, all targets listed herein whose grid coordinates are prefixed by "S" are in the North Italy Zone (BROWN). The remainder are in the Lambert Zone 3 (RED).
4. Targets may be referred to either by target number or by grid location. No additional target numbers will be assigned. Targets discovered at a later date will be referred to by grid coordinates only.
5. The following abbreviations are used in this appendix:

U - Unoccupied	Hvy - Heavy
UC - Under Construction	Fld - Field
O - Occupied	C.D. - Coast Defense
Lt - Light	D.P. - Dual Purpose
Med - Medium	A.A. - Anti-aircraft
Cam - Camouflaged	Case - Casemates



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Target No.	Location	Height in Yards	Number Guns	Description	Status
A 01	T-008230	?	4	CD (casemate?)	0
A 02	T-926263	?	4	CD Med	0
A 03	T-908259	?	4	CD Med	0
A 04	T-992235	0	4	CD Med	-
A 05	T-036239	?	4	Casemates	0
C 01	T-172215	?	4	CD (in casemates)	0
C 03	T-154244	11	6	Casemates	1/U
C 04	T-159398	23	4	CD	U
C 05	T-102326	13	4	CD	U
C 06	T-163235	?	3	CD	0
C 07	T-168287	?	4	CD Lt.	0
C 08	T-164290	22	3	CD Lt.	1-U
C 09	T-172291	35	4	CD Med	0
C 10	T-182278	77	4	CD	U
C 11	T-160232	?	6	Casemates	?
C 14	T-159289	31	4	CD Lt.	U
C 16	T-143253	38	4	CD	0
C 17	T-145252	?	4	CD	0
C 18	T-131286	?	2	CD Lt	U
C 19	T-162286	33	4	CD	U
C 20	T-138343	16	4	Fld Lt	0
C 21	T-120309	13	2	Fld	U.C.
C 22	T-108364	10	4	Fld Lt	0
C 23	T-188185	14	4	CD Lt	U
D 01	T-190190	25	3	CD	0
D 02	T-199205	110	5	CD	U
D 03	T-212235	109	4	CD	U
D 04	T-208216	138	3	CD	U
D 05	T-239182	10	2?	CD	U
D 06	T-322194	113	4	CD	0
D 07	T-206184	17	4	CD Lt	0
D 08	T-195206	75	5	Large casemates	U.C.
D 09	T-199206	88	6	Hvy AA	4-U
F 01	T-368196	41	4	Casemates	U
F 02	T-375207	177	3? 4?	CD	U
F 03	T-378205	115	3	CD	U
F 04	T-391216	23	4	CD (casemates)	0
F 05	T-403222	?	4	CD	0
F 06	T-420221	?	4	D.P.	0
F 09	T-359195	203	2	Med (1 Lt?)	1/0 1/U
F 10	T-384210	27	4	CD Med	U
F 11	T-454162	?	1	Fixed	0
F 12	T-397116	71	4	CD	2-U
F 13	T-400117	71	4	CD	0
F 14	T-403133	51	3	CD	0
F 15	T-404133	51	2	CD Med	0
F 16	T-416140	33	5	AA/CD	4-U
F 19	T-447060	34	4	CD	0

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Target No.	Location	Height Yards	Number Guns	Description	Status
F 20	T-447064	71	3	CD	U
F-21	T-445072	6	4	CD	U
F 22	T-448071	93	4	CD	1/U 3/0
F 23	T-449079	89	?	CD	U
F 24	T-442136	17	4	CD (+ 2 Lt AA)	0
F 25	T-458092	6	4	CD	0
F 26	T-464120	4	2	CD	1/U
F 27	T-467056	13	2	CD Lt	U
F 28	T-317251	20	5	Fld Med	U
F 29	T-351292	50	4	Fld Med	1/U
F 30	T-390296	99	2	Fld	U
F 31	T-413259	312	2	CD Lt	0
F 32	T-402226	110	1	Fixed	0
F 33	T-444234	181	4	Fld	U
F 34	T-472110	6	1	Fld	1/U
F 35	T-409224	2	2	CD Lt	U
F 36	T-409134	?	6	AA/CD Hvy	0
F 37	T-418220	5	4	Casemates (Lt CD)	0
F 38	T-448148	?	4	CD Lt (casemates)	0
F 39	T-425133	--	2	CD	?
F 40	T-318266	3	1	Rwy turntable	--
F 41	T-446073	6	6	Casemates	--
F 42	T-427133	--	-	--	--
G 01	T-533094	387	2? 4?	Fld	0
G 02	T-579048	50	4	CD	U
G 03	T-582054	22	1	Fld	U
G 04	T-519157	116	3	Fld Med	0
G 05	T-550116	88	3	CD Med	0
G 06	T-622168	168	3	Fld Lt	U
G 07	T-611170	178	3	Fld Lt	U
G 08	T-617141	122	3	Fld Lt	U
G 09	T-529161	86	3	Fld	U.C.
G 10	T-515154	107	3	Fld	0
G 12	T-502118	--	-	--	-
G 13	T-516143	--	-	--	-
H 01	T-701037	39	4	CD Lt or Med (Cam)	0
H 02	T-654019	26	4	CD	2U
H 03	T-668008	35	1	CD	U
H 04	T-668009	35	3	CD	0
H 05	T-696046	93	4	CD (casemates)	0
H 07	T-712032	22	4	CD Lt (casemates)	0
H 08	T-735004	67	4	CD Lt or Med	3/0
H 09	Y-737996	51	4	CD	1-U
H 11	T-682074	152	1	Fld	U
H 12	T-746057	78	4	CD	U
H 13	T-747066	97	3	CD Lt	U
H 14	T-750065	75	3	CD	0
H 15	T-773076	190	2	Fld (Mobile)	0
H 16	T-646102	312	3	CD	0
H 17	T-630164	119	2 or 3	Fld Med	U

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Target No.	Location	Height Yards	Number Guns	Description	Status
H 18	T-688046	34	3	CD	U
H 19	T-755060	73	3	Fld Lt	U
H 20	Y-739997	75	3	CD Lt	O
H 21	Y-778981	--	--	--	--
H 22	T-671058	50	3? 4?	CD	O
H 23	Y-777982	--	5	CD Mobile	--
H 24	T-733042	25	2	CD (truck)	--
J 01	Y-798968	54	3	CD	O
J 02	T-790015	51	4	Fld	U
J 03	Y-794991	4	4	Fld	U
J 04	T-797010	269	4	Fld	U
J 05	T-797013	290	2	Fld Lt	O
J 06	T-799015	330	3	Fld	O
J 07	Y-802966	13	1	Fld Lt	O
J 08	Y-806975	36	4	D.P.	U
J 09	Y-811983	77	4	CD	U
J 10	Y-818999	193	4	Fld Med	U
J 11	Y-833980	30	4	D.P. Med	O
J 12	Y-839997	100	4	Fld Med	O
J 13	Y-847981	35	4	Fld	U
J 15	Y-856973	23	4	CD Med	O
J 16	Y-868964	14	4	CD	O
J 17	Y-864974	25	4	CD	O
J 18	Y-867995	114	4	CD Med	O
J 19	Y-898967	0	2	D.P.	U
J 20	Y-899969	2	2	Fld Lt	O ?
J 21	Y-909970	0	1	CD	O
J 22	Y-912971	0	1	CD	O
J 23	T-917008	482	2?	CD Lt	U
J 24	Y-922978	1	1	Fixed Gun	O
J 25	Y-814915	13	?	Fld	U
J 26	Y-829918	33	2	Fld Lt	O
J 27	Y-834914	110	2	Fld Lt	O
J 28	Y-842957	57	1	Fixed	O
J 29	Y-830952	20	?	Fld	U
J 30	Y-838934	30	3	CD	O
J 31	Y-851953	231	4	D.P.	O
J 35	Y-870910	215	6	6 DP & 2 AA Lt	O
J 36	Y-870906	165	3	CD Lt	O
J 37	Y-877914	112	3	CD	O
J 39	Y-888921	0	4	DP	O
J 40	Y-901923	8	3	CD	O
J 41	Y-910923	10	3	CD	O
J 42	Y-904923	5	3	CD	O
J 43	Y-917927	119	4	DP	O
J 44	Y-916930	112	5	CD/AA Hvy & 2 AA Lt	O
J 45	Y-915932	70	6	CD	U

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NO. 444.

Target No.	Location	Height Yards	Number Guns	Description	Status
J 46	Y-916936	16	3	CD Lt (Cam)	O?
J 48	Y-924931	33	3	CD	3U?
J 49	Y-925956	33	4	CD	O
J 50	T-808160	590	1	Fld	O
J 51	T-808158	585	1	Fld	O
J 52	T-814126	505	2	Fld	O
J 53	Y-924921	8	2	CD Lt	U
J 54	Y-819974	33	1	Fld	O
J 55	Y-889924	6	1	Med (Cam)	O
J 56	Y-784997	115	4	CD Lt (Cam)	O
J 57	Y-869979	48	4	AA/CD	O
J 58	Y-819993	95	4	AA/CD	U
J 59	Y-834977	25	4	Fld Med	U
J 60	Y-836989	55	4	Fld Med	O
J 61	Y-874962	5	4	Fld Med	-
J 62	Y-860961	39	3	CD Med	?
J 63	Y-881916	5	2	CD Lt	O
J 64	Y-843966	119	4	Fld Lt	O
J 65	Y-796967	---	---	--	--
J 66	Y-910920	---	---	--	--
J 67	Y-913916	---	---	--	--
J 70	Y-920920	1007	4	DP Lt	O
J 71	Y-848983	20	4	CD Med (Cam)	O?
K 01	Y-979975	44	2	CD Med	O
K 02	Y-974983	101	6	CD/AA	O
K 03	T-948004	593	4	D.P.	O
K 04	Y-946998	422	3	CD Lt	U
K 05	U-030049	67	1	Fld	O
K 06	Z-033990	40	4	CD Med	O
K 07	U-030042	62	1	Fld Lt	O
K 09	U-039022	46	4	CD Lt	3U
K 10	U-048010	42	4	CD Med	O
K 11	Z-054988	63	1	Fld	O
K 12	U-055020	37	4	CD Med	U
K 13	Y-997999	44	1	Fld Lt	U
K 14	T-997003	63	4	CD Med	O
K 15	T-972004	101	1	Fld Lt	U
K 16	Z-056992	66	4	CD Med	O
K 17	Z-066978	33	4	DP Med	O
K 18	Y-994997	50	1	Fld Lt	U
K 20	Y-935925	38	2	CD Hvy	O
K 21	Y-938926	60	2	CD Hvy	O
K 22	Y-935929	110	4	CD	O
K 23	Y-956963	115	4	CD	O
K 24	Y-973961	66	4	CD Lt	O
K 25	Y-984961	51	4	CD Lt	2/O 2/U

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APPENDIX 1
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Target No.	Location	Height in Yards	Number Guns	Description	Status
K 26	Y-999936	61	4	CD Radar cont.	0
K 27	Z-015939	243	3	Med	0
K 28	Z-019960	46	4	CD Med	0
K 29	Z-028947	154	3	CD Lt	U
K 30	Z-034948	121	4	D.P. (Cam.)	0
K 31	Z-040964	319	2	CD Lt	0
K 32	Z-046956	84	3	Fld	0
K 33	Z-059947	62	3	CD Lt	0
K 34	Z-065884	50	2	CD	0?
K 35	Z-067885	99	2	CD Lt	U
K 36	Z-069887	129	4	CD (Turret)	0
K 37	Y-935932	121	3	CD Lt	0
K 38	Y-937920	66	3	CD Lt	0
K 39	Y-938920	66	4	CD/AA	0
K 40	Y-937930			See K 22	
K 41	Y-940988	110	4	CD Lt	0
K 42	Z-022963	42	4	CD Lt	0
K 43	Y-938929	119	2	D.P. Lt	0
K 44	Z-075945	55	4	CD (Casemates)	0
K 45	Z-063979	45	4	CD Lt	0
K 46	U-050016	40	4	AA/CD	0
K 47	Y-973982	101	4	CD Med	0
K 48	Z-024935	25	3	AA/CD Lt	0
K 49	Y-936933	45	4	CD Lt (Cam)	0
K 50	Z-075955	--	4	D.P.	U
K 51	Y-963961	--	--	--	--
K 52	U-985285	--	--	--	--
K 53	U-990309	--	--	--	--
K 54	Y-936963	10	4	D.P. Lt	0
L 01	Z-107998	9	3	Fld Lt	?
L 02	Z-111983	3	2	Fld	0
L 03	Z-115976	2	2	Fld	0
L 04	U-121007	55	2	Fld	0
L 05	Z-1142997	22	2	Fld	U
L 06	Z-159980	0	2	C.D. Lt	0
L 07	Z-116981	2	1	?	?
L 08	Z-157982	1	1 or 2	C.D.	0
L 09	U-178028	75	2	Fld	0
L 10	Z-185998	29	4?	Fld	0
L 11	U-189024	50	3	Fld Lt	U
L 12	Z-196990	34	?	Fld	0
L 13	Z-196991	31	2	Fld	0
L 14	Z-193999	39	3	C.D. (Cam)	0
L 15	U-201004	38	2	Fld	0
L 16	U-203007	52	1	Fld	0
L 17	U-206023	85	4	Fld Lt	U
L 18	U-209024	111	4	C.D.	0
L 19	Z-214997	34	3	C.D. Lt	0

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Target No.	Location	Height in Yards	Number Guns	Description	Status
L 20	U-075022	53	4	D.P.	O
L 21	Z-078953	165	4	C.D. Lt	U
L 22	Z-078952	160	2	Fld Lt	O
L 23	Z-109886	64	4	C.D. Med	O
L 24	Z-121888	18	2	C. D. Med	O
L 25	Z-123888	11	2	C. D. Med	O
L 26	Z-124387	10	3	C. D. Lt	U
L 27	Z-152855	5	1 2	C. D.	O
L 28	Z-168859	115	3?	C.D.	U
L 29	Z-168861	110	3?	C.D.	U
L 30	Z-185869	123	4	C. D.	O
L 31	Z-077169	221	1	Fld	O
L 32	Z-083160	180	1	Fld	U
L 33	Z-082163	188	2	Fld	U
L 35	Z-082161	186	1	Fld	U
L 36	Z-082160	181	1	Fld	U
L 37	Z-082162	186	1	Fld	U
L 38	Z-084162	180	1	Fld	U
L 40	Z-182998	35	4	C. D. (Cam)	3/U
L 41	U-109017	33	4	C. D. Lt (Cam)	O
L 42	Z-168990	11	1	Fld (Cam)	O
L 43	Z-135998	59	2	C. D. Casemates	O
L 44	Z-137998	59	2	C. D. Casemates	O
L 45	Z-093900	0	2	C. D. Lt	O
L 46	Z-090939	0	2	C. D. Lt	O
L 47	Z 109886		(See L 23)		
L 48	Z-182881		1	C. D. Lt	O
L 49	U-102017	30	3	C. D. Lt	O
L 50	Z-123852				
L 51	Z-128848				
L 52	Z-130848				
L 53	Z-130849				
L 54	Z-132849				
L 55	U-088169				
L 56	U-108171				
L 57	U-077169				
L 58	U-087173				
L 59	U-103120				
L 61	U-085017				
L 63	Z-161995				
M 01	Z-271986	44	4	D. P. Lt	U
M 02	U-232012	75	1	Fld	O
M 03	U-227018	89	4	Fld Lt	O
M 04	U-229020	143	1	Fld	O
M 05	U-233013	52	4	C. D. Med	O
M 06	U-239018	36	4	Fld Med	O
M 07	U-230031	68	4	C. D. Lt	O
M 09	U-238035	84	4	C. D. Med	U

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T. O. P. [REDACTED]
Fr [REDACTED]

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Target No.	Location	Height in Yards	Number Guns	Description	Status
M 11	U-249082	641	4	Fld	U?
M 12	U-278019	148	4	C. D. Lt.	O
M 13	U-280018	126	4	C. D. Lt.	3/U
M 15	Z-241971	5	2	C. D. Lt.	U
M 16	Z-246977	43	4	C. D. Lt.	2/U
M 17	Z-252962	36	4	C.D.	U
M 18	Z-276958	108	4	C. D.	O
M 19	Z-278956	48	1	C.D.	O
M 20	Z-396917	105	1	C.D.	O
M 21	U-239078	654	1	Med.	U
M 22	U-240077	654	1	Med.	U
M 24	U-229032	99	1	Fld. Lt.	O
M 25	U-265003	33	4	AA, CD	O
M 26	Z-395916	105	1	C.D.	O
M 27	Z-395920	106	2	C.D.	O
M 28	U-341026	110	2(4?)	C. D. Lt.	O
M 29	U-287014	60	3	C.D. Lt	O
M 30	U-276002	2	3	D. P. (Cam)	?
M 31	U-287026	—	4	D. P.	?
M 32	U-264019	204	4	D. P. Lt.	U
M 33	Z-254992	—	4	C. D. Lt (Cam)	O
M 34	Z-380908	12	3	D. P. (Cam)	O
M 36	U-255031	347	4	Fld Med (Cam)	O
M 37	U-278019	(See M 12)			
M 38	U-362095	39	3	C. D. Lt	2/U
M 39	U-254003	—	3	Fld Lt	O
M 40	Z-272991	—			
M 41	Z-350884	—	4	C. D. Lt	?
M 42	Z-356890	—	3	C. D. Lt	U.C.
N 01	U-440390	41	2	Fld?	?
N 02	U-446382	18	1	Fixed	O
N 03	U-447384	21	1	Fixed	O
N 05	U-497214	20	1	Fld	U
N 06	U-475224	11	3?	C.D. Dummy	U
N 07	U-485226	32	4	Fld	U
N 08	U-502220	88	4	D. P. Lt	U
N 09	U-490091	33	1	Fld Fixed	U
N 10	U-439121	31	4	C. D. Lt	O
N 11	U-438122	31	3?	A.A.	U
N 12	U-441189	51	4	D. P.	O
N 13	U-442187	46	2	C. D. Lt	U
N 15	U-448178	0	2	C. D. Med	O
N 16	U-438142	11	4	D. P.	U
N 17	U-448107	76	4	C. D. Med	O
N 19	U-500156	99	2	C. D. Lt	U
N 20	U-465190	0	2	C. D. Lt	O
N 21	U-456158	5	4	C D Lt	O
N 22	U-450162	0	1	C. D. Fixed	O

B. I. [REDACTED]
French [REDACTED]

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No. 4-44

<u>Target No.</u>	<u>Location</u>	<u>Height in Yards</u>	<u>Number Guns</u>	<u>Description</u>	<u>Status</u>
N 23	U-496122	120	4	D. P.	O
N 24	U-405066	114	0	C. D.	U.C.
N 25	U-411057	2	1	C. D. Fixed	O
N 26	U-475083	217	4	C. D.	U
N 27	U-402163	29	2	C. D. Lt	O
N 28	U-426148	7	2	Fld Lt	U
N 29	U-391041	119	4	C. D. Lt.	U
N 30	U-453139	35	4	D. P. Dummy	U
N 31	U-450097	130	4	C. D. Lt. Dummy?	O
N 32	U-483104	28	4	C. D. Med	O
N 33	U-479111	52	4	C. D. Lt. Dummy	O
N 34	U-483107		1	Mobile Gun	O
N 35	U-441076	64	3	C. D. Lt.	O
N 36	U-438196	---	4	Fld Lt	O
N 37	U-445109	---	4	Med. Dummy?	O
N 38	U-447177				
N 42	U-497171	50	4	C. D.	O
N 43	U-452197				
P 01	U-539297	138	1	Fld	U
P 02	U-515328	36	4	C. D. Lt.	U
P 03	U-513316	20	3	Fld Lt	U
P 04	U-538316	76	4	C. D. Lt	U
P 06	U-530364	16	4	C. D. Lt	U
P 07	U-521374	29	4	C. D. Lt	
P 08	U-528376	27	1	Dummy Fixed	O
P 09	U-539367	8	4	C. D. Dummy	O
P 10	U-532372	25	4	C. D. Lt.	2/U 2/O
P 11	U-536373	12	2	C. D. Lt	U
P 12	U-539375	4	4	C. D. Dummy	U
P 13	U-550366	25	4	Fld Lt	U
P 14	U-545371	4	4	C. D. Dummy	U
P 15	U-554370	22	4	C. D.	U
P 16	U-511346	8	4	Fld Lt	U?
P 17	U-514340	10	4	Fld Lt	O?
P 18	U-522332	5	3	Fld Lt	U
P 19	U-529334	6	2	Fld	U
P 20	U-545303	61	4	C. D. Lt.	O
P 22	U-566335	?	1	C. D. Fixed	O
P 23	U-568337	4	1	Fld Fixed	O
P 24	U-577380	58	4	C. D. Lt.	U
P 25	U-586385	63	4	Fld Med	U
P 26	U-590380	66	4	Fld Lt	U
P 27	U-597352	9	1	Fld Fixed	O
P 28	U-599365	28	4	C. D. Lt	O
P 29	U-601337	30	4	C. D. Lt	U
P 30	U-604337	45	2	C. D. Lt	U
P 31	U-602347	72	1?	Fixed	O
P 32	U-611350	62	1	Fixed Lt	U

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APPENDIX 1 TO
OPERATION PLAN
No. 4-44

Target No.	Location	Height in Yards	Number Guns	Description	Status
P 34	U-546259	25	3	D. C. Hvy	O
P 35	U-508236	46	1	C. D. Fixed	U
P 36	U-533253	55	2	C. D. Lt	U
P 37	U-533256	102	4	C. D. Lt	O
P 39	U-522180	25	5	C. D. Hvy	O
P 40	U-516092	138	4	C. D. Med.	O
P 41	U-521165	11	4	C. D. Med.	U
P 42	U-591392	116	4	Fld Lt	U
P 43	U-592394	113	4	Fld Lt	U
P 44	U-497562	333	2	Fld	U
P 46	U-541319	33	4	C. D. Lt	O
P 47	U-523179	33	(See P 39)		
P 48	U-525177	36	(See P 39)		
P 49	U-551325	2	1	C. D. Fixed	U
P 50	U-627342	22	1	C. D.	U.C.
P 51	U-551368	22	2	C. D. Lt	U
P 52	U-549270	22	3	C. D. Med (Dummy)	O
P 53	U-515141	0	4	C. D. Lt.	O
P 54	U-522177		(See P 39)		
P 55	U-548374	20	4	C. D.	U
P 56	U-514336	—	3 or 4	Fld Med	O
P 57	U-516333	—	4	Dummy	
P 58	U-555296				
P 59	U-549258				
P 61	U-531336				
P 62	U-519339				
P 63	S-205513	38	5	150 m.m. Case.	O
P 64	U-604367	25	4	C. D. Lt	O
Q 03	S-214518	102	4	C. D. Lt	U
Q 04	S-238527	25	4	C. D. Lt	U
Q 05	S-241520	5	2	C. D.	U.C.
Q 06	S-275542	38	4	DP 88mm Radar Cont	O
Q 07	S-334692	158	4	C. D. Med.	U
Q 08	S-336667	92	3 or 4	C. D. Lt	U
Q 09	S-336698	186	4	C. D. Lt	U
Q 10	S-339573	76	4	C.D.Lt	O
Q 11	S-338584	76	4	C.D.Lt	O
Q 14	S-360680	101	4	C.D.Lt	O
Q 15	S-347657	142	3 or 4	C.D. Lt	U
Q 16	S-287628	48	4	C.D. Lt	U
Q 17	S-289628	20	2	C.D. Lt	U
Q 18	S-287634	53	4	C.D. Lt	U
Q 19	S-288635	63	2	D.P.	U
Q 21	S-299616	27	1	C.D. Fixed	O
Q 23	S-305600	173	5	C.D. Lt	O
Q 24	S-344657	153	3	C.D. Lt	O
Q 25	S-236526	9	6	D.P. Radar Cont.	O
Q 26	S-359814	295	4	Fld Lt	U

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APPENDIX 1 TO
OPERATION PLAN

No. 4-111.

Target No.	Location	Height in Yards	Number Guns	Description	Status
Q 27	S-279545		(See Q 06)		
Q 28	S-222510	111	1	Fixed	U
Q 29	S-225513	11	3	CD/AA Lt	U
Q 30	S-248524	51	4	C.D.	U.C.
Q 31	S-299619	61	2	C. D. Lt	U
Q 32	S-300606	4	3	Fld	U
Q 33	S-340702	228	4	C.D. Med	O
Q 34	S-338663	135	4	C.D. Lt	U
Q 35	S-355676	130	3	AA/CD Lt	O
Q 36	S-274542		(See Q 06)		
Q 37	S-263538		2	C.D. Lt	O
Q 38	S-223510		2	C. D. Lt	O
Q 39	S-225515		2	C. D. Lt	O
Q 40	S-248527	187	2	C. D. Lt	O
Q 41	S-289647				
Q 42	S-302634				
W 01	S-457759	33	1	Fld Fixed	U
W 02	S-457771	49	4	C. D. Med	O
W 03	S-457773	58	3	C.D. Dummy?	U
W 04	S-452782	55	4	C.D.Lt	O
W 05	S-462758	8	4	C.D. Lt	U.C.
W 06	S-463786	94	4	C.D. Lt	U.C.
W 07	S-472756	83	4	C.D.	U.C.
W 08	S-500773	122	3	C.D.Lt	U
W 09	S-502775	120	4	C.D. Lt	O
W 10	S-502781	167	2	C.D. Lt	U.C.
W 11	S-512784	48	4	C.D. Lt	U
W 12	S-411673	129	4	C.D.Lt	U
W 13	S-423665	1	1	C.D.	O
W 14	S-427682	42	1	Fixed	O
W 15	S-432692	95	4	C.D. Lt	O?
W 16	S-437694	79	4	C.D. Lt	U
W 17	S-437701	100	4	C.D. Lt	O
W 18	S-439704	97	4	C.D. Lt	U
W 19	S-430719	128	4	Fld Lt	U
W 21	S-442695	55	2	C.D. Lt	U.C.
W 24	S-450722	28	4	C.D. Lt	O
W 25	S-449726	76	4	C.D. Lt	O
W 26	S-461656	65	2	C.D. Lt	O
W 27	S-450730	90	3	D.P. Lt	O
W 28	S-459654	79	2	C. D. Lt	O
W 29	S-457678	3	1	Fixed	O
W 30	S-388671	151	4	C. D. Lt	O
W 31	S-459685	16	3	D. P. Lt	O
W 32	S-460738	82	4	C. D. Lt	U
W 33	S-468747	49	4	D. P. Lt	U
W 34	S-375616	3	1	Fld Fixed	?
W 35	S-376609	3	1	Fld Fixed	?

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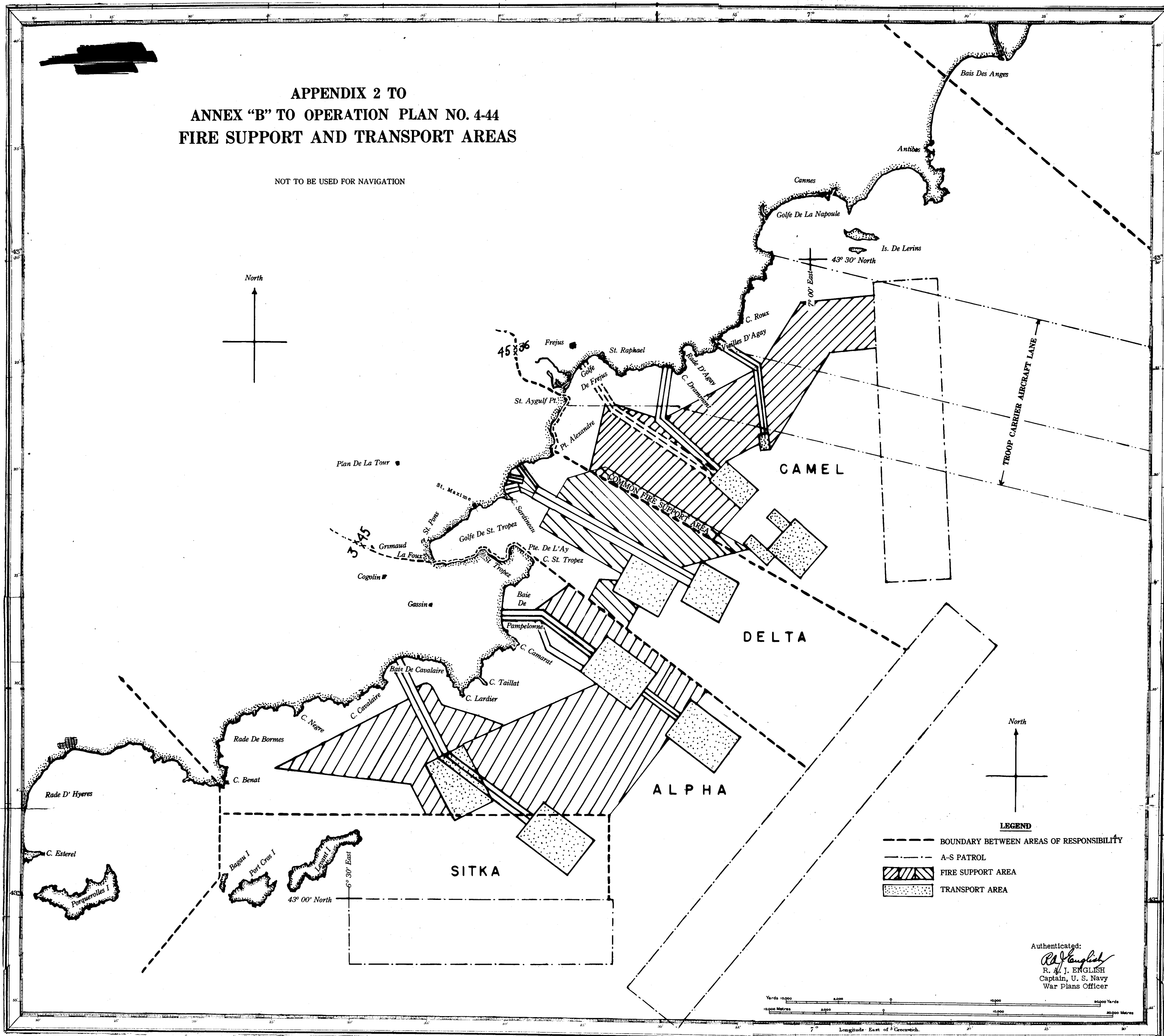
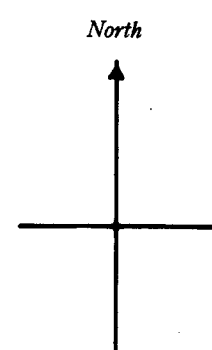
APPENDIX 1 TO
OPERATION PLAN
No. 4-44

Target No.	LOCATION	Height in Yards	Number Guns	Description	Status
W 37	S-393651	175	1	Fld Fixed	?
W 39	S-393648	87	4	C. D. Lt	O
W 40	S-456639	35	4	C. D.	U.C.
W 41	S-446638	19	4	C. D. Lt	O
W 42	S-445721	36	4	C. D. Lt	U
W 43	S-439722	15	4	D. P. Lt	O
W 44	S-463751	22	4	C. D. Lt	U.C.
W 45	S-505832	301	2	Fld Lt	U
W 46	S-419690	126	?	C.D.	U.C.
W 47	S-443702	57	4	C. D. Lt	O
W 48	S-441718	12	4	C. D. Lt	1/U
W 50	S-418706	107	3	Fld Lt	O
W 51	S-398706	165	4	Fld Lt (Cam)	O
W 53	S-379637	few	3	C. D. Med Case.	O
W 54	S-444715	10	4	C. D. Lt	U
W 55	S-437720	55	3	C. D. Lt	U
W 56	S-385615		3	155 m.m.	?
W 57	S-393646	55	3	C. D. Hvy	U.C.
X 01	S-537776	88	4 or 5	D. P. Hvy	O
X 02	S-535784	182	3	C. D. Lt	U.C.
X 03	S-535784	174	3	C. D. Lt	U.C.
X 04	S-547807	238	4	C. D. Lt	U
X 05	S-571829	120	4	C. D. Lt or Med Cam	O
X 06	S-607782	149	3	D. P. Lt	?
X 07	S-607794	235		C. D. Hvy?	U
X 08	S-615812	374	4	C. D. Med	O
X 09	S-619808	374	4	Dummy	?
X 11	S-623780	78	4	C. D. Lt Cam.	U
X 12	S-628772	145	4	D. P. 88mm(also Radar)	U?
X 13	S-627798	96	3	C. D.	U
X 14	S-633779	0	2	C. D.	U
Y 01	S-718856	792	4	C. D.	U
Y 03	S-738859	350	4	C. D.	U
Y 05	S-747850	164	4	D. P.	U
Y 06	S-779900	594	4	C. D.	U
Y 08	S-694814	232	5	C. D. Lt	O
Y 09	S-708833	192	3	Fld	U
Y 10	S-713856	836	4	Fld	O
Y 11	S-748857	77	3	C. D. Lt	?
Y 12	S-746915	942	3	Fld	U
Y 13	S-692822	560	3	C. D. Lt	U
Y 14	S-716900	1029	4	Fld Lt	U
Y 15	S-710866	1238	2	C. D. Lt	O

TOP SECRET

APPENDIX 2 TO
ANNEX "B" TO OPERATION PLAN NO. 4-44
FIRE SUPPORT AND TRANSPORT AREAS

NOT TO BE USED FOR NAVIGATION



LEGEND

- BOUNDARY BETWEEN AREAS OF RESPONSIBILITY
- . - A-S PATROL
- ▨ FIRE SUPPORT AREA
- ▤ TRANSPORT AREA

Authenticated:
R. J. English
R. J. ENGLISH
Captain, U. S. Navy
War Plans Officer

File No.
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~~SECRET - ANNEX B~~

~~French Navy Ammunition~~

APPENDIX 3 TO GUNFIRE SUPPORT PLAN ANNEX B

OPERATION PLAN NO. 4-44

AMMUNITION RESERVES AND SMOKE RESERVES

- PART I - Detailed distribution of U.S. Naval Ammunition reserves.
- PART II - Detailed distribution of Royal Navy Ammunition reserves.
- PART III - Detailed distribution of French Navy Ammunition reserves.
- PART IV - Detailed distribution of Smoke reserves.

1. U.S. Navy Ammunition. All reserves for 8" and larger, plus some reserves for all smaller calibers, in U.S.S. NITRO at ALGIERS and U.S.S. MOUNT BAKER at ORAN. Reserves of 6" and smaller, plus some aviation ordnance, in four (4) Ammunition Stores Issuing Ships (British) PROCRIS and FENDRIS in GULF OF VALINCO (PROPIANO) and EMPIRE SPINNEY and EMPIRE GAT in MADDALENA. Detailed distribution among ammunition ships and U.S. Naval magazines in PART I.
2. Ammunition will be supplied for British ships in the forward area by Commander in Chief, Mediterranean. Four (4) A.S.I.S.'s PACHECO, WOODLARK, SUTHERLAND, and BRITTANY COAST will be used. Initially PACHECO and one of the other three will be in the GULF OF VALINCO (PROPIANO). The remaining two to remain in NAPLES or MADDALENA, being sent forward as required. Detailed distribution in PART II.
3. French ammunition reserves ashore in AJACCIO and in French ship QUERCY, (French ship BARFLEUR may be substituted) in GULF OF VALINCO (PROPIANO). Detailed distribution in PART III.
4. Reserves of 40MM and 20MM (Oerlikon type) ashore at ILE ROUSSE, CALVI, and AJACCIO for landing craft of all services.
5. Smoke reserves as detailed in PART IV.

~~SECRET - ANNEX B~~

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Part I

Detailed Distribution U. S. Navy Ammunition Reserves

APPENDIX 3 to
OPERATION PLAN 4-44

CALIBRE	DESCRIPTION	MOUNT BAKER	NITRO	EMPTY SPINNEY	EMPTY GAT	FLINDRIS	PROCRIS	NM ORAN	NM BITZERTE	NM PALEAMO	TOTAL
14" Proj.	H.C. Mk 19	0	0	---	---	---	---	---	---	---	0
14" Proj.	A.P. Mk 20	186	187	---	---	---	---	---	---	---	373
14" Powder	Service Charge	---	---	---	---	---	---	---	---	---	0
14" Powder	Reduced Charge	203	204	---	---	---	---	---	---	---	407
12" Proj.	A.P. Mk 15	---	82	---	---	---	---	---	---	---	82
12" Proj.	H.C. Mk 16	---	302	---	---	---	---	---	---	---	302
12" Powder	Service Charge	---	291	---	---	---	---	---	---	---	291
12" Powder	Reduced Charge	---	739 93	---	---	---	---	646	---	---	739
8" Proj.	335 lb. A.P.	475	474	---	---	---	---	---	---	---	949
8" Proj.	260 lb. A.P.	1500	1583	---	---	---	---	---	---	---	3083
8" Proj.	Mk 24 H.C.	1650	1650	---	---	---	---	---	---	---	3300
8" Powder	iv 2500 - 335 lb	690	690	---	---	---	---	---	---	---	1380
8" Powder	iv 2800 - 260 lb	2234	2234	---	---	---	---	---	---	---	4468
8" Powder	iv 2000 - 335 lb	407	407	---	---	---	---	---	---	---	814
8" Powder	iv 2300 - 260 lb	472	472	---	---	---	---	---	---	---	944
6" 47 Proj.	A.P. 130 lb	186	300	300	300	---	---	300	1800	1947	5133
6" 47 Proj.	Common Mk 27	---	---	---	---	---	---	1300	1119	---	2419
6" 47 Proj.	H.C. Mk 34	3000	2700 708	2000	2000	---	---	8286 986	1529	3948	23473
6" 53 Illum	Projectile	500	---	100	100	---	---	---	---	---	700
6" 47 Pow.	iv 2500 Flashless	2050	2000 1000	1000	1000	---	---	200 1200	1400	2100	9750
6" 47 Pow.	iv 2500 non-flashless	1500	1350 300	1400	1400	---	---	3450 3700	2294	3146	14740
6" 47 Pow.	iv 2800 Flashless	---	---	400	400	---	---	200	---	372	1372

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APPENDIX 3 to ANNEX B
OPERATION PLAN No.4-44

CALIBRE	DESCRIPTION	MOUNT	NITRO	EMPIRE SPINNEY	EMPIRE GAT	FENDRIS	PROCRIS	ORAN	BIZERTE	NM PALERMO	TOTAL
6"/47 Powder	iv 2800 Non-flashless	----	----	400	400	----	----	4360.	----	1560	6720
5"/38 Proj.	A.A.C.	20000	7127	5000	5000	5000	5000	63000	57000	38000	205127
5"/38 Proj.	AAC Special	20000	10635	600	----	----	----	----	----	----	31235
5"/38 Proj.	Illuminating	----	779	----	----	----	----	350	460	175	1764
5"/38 Proj.	Common	----	----	----	----	----	----	1400	775	800	2975
5"/38 Powder	Flashless	22000	7581	2000	2000	2000	2000	24700	28000	33000	123281
5"/38 Powder	Non-flashless	19000	12259	3000	3000	3000	3000	37000	65000	32900	178159
5"/51 Proj.	Common	----	700	----	----	----	----	744	792	800	3036
5"/51 Proj.	HC	----	----	----	----	----	----	----	----	332	332
5"/51 Proj.	Illuminating	----	----	----	----	----	----	----	200	200	400
5"/51 Powder	Bag Charge	----	700	----	----	----	----	324	1260	1332	3616
5"/25 AAC Cart.	Flashless	1500	1513	600	600	----	----	----	324	691	5228
5"/25 AAC Cart.	Non-flashless	1500	3904	1500	1500	----	----	2096	1982	1203	13685
5"/25 AAC Cart.	Flashless Sp. Fuze	500	1238	100	100	----	----	----	----	----	1938
5"/25 AAC Cart.	Non-flashless Sp.Fuze	500	1035	100	100	----	----	----	----	----	1735
5"/25 Cart.	Illuminating	400	1005	100	100	----	----	780	637	----	3022
3"/50 Cart.	AA	1000	4480	----	----	1000	1000	3991	5341	3571	20383
3"/50 Cart.	HC	----	----	----	----	----	----	1319	1761	----	3080
3"/50 Cart.	AP	----	----	----	----	----	----	----	4017	2782	6799
3"/50 AA Cart.	Special Fuze	1400	3920	----	----	300	300	----	----	----	5920
3"/50 Cart.	Common	----	----	----	----	----	----	4572	3463	1199	9234
3"/50 Cart.	Illuminating	300	----	----	----	100	100	1587	164	1007	3258
*40 MM	HE	----	74000	14000	14000	23000	23000	19000	264000	----	431000

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APPENDIX 3 to ANNEX B
OPERATION PLAN No.4-44

CALIBRE	DESCRIPTION	MOUNT BAKER	NITRO	EMPIRE SP INNEY	EMPIRE CAT	FENDRIS	PROCRIS	NM ORAN	NM BIZERTE	NM PALERMO	TOTAL
*40 MM	HET	75000	28688	7000	7000	15000	15000	33000	132000	186000	498688
40 MM	HEIT	25000	14624	---	---	---	---	---	---	---	39624
40 MM	AP	---	(APT) 2448	---	---	7000	7000	38000	25756	23390	103594
2.1"/75 Cart.	AA	---	34036	---	---	10000	10000	47000	67000	19188	187224
*20 MM	HET	579000	1400000	20000	20000	60000	60000	1078000	3066000	1295000	6378000
*20 MM	HET	288000	1000000	10000	10000	30000	30000	591000	1093000	693000	2795000
Fuze Mk18-2 or 3	Mech. Time	2700	3000	500	500	---	---	18050	5302	2925	32977
Fuze Mk29-2 or 3	Point Detonating	5700	7135	2300	2300	---	---	2064	2718	1682	23899
Primer Mk 15-1	LC	5000	7344	---	---	---	---	---	4728	1960	19032
**DepthCharge Mk 6	300# TNT	300	300	---	---	50	50	3493	2523	2200	8816
**DepthCharge Mk 7	600# TNT	100	100	---	---	---	---	867	1333	354	2754
**DepthCharge Mk 9-2	240# TNT	600	200	---	---	50	50	390	514	283	2087
DepthChargeMk10	25# TNT	900	900	100	100	500	500	---	---	---	3000
D.C.Arbor Mk7 & Mods.	---	400	400	---	---	---	---	5704	---	---	6504
Catapult Charges	21.75#	80	---	---	---	---	---	275	19	84	458
CatapultCharges	20.75#	120	---	---	---	---	---	---	---	---	120
***500# Bombs AN M64	GP	---	---	---	---	100	100	---	---	---	200
1000# Bombs AN M65	GP	---	---	---	---	8	---	---	---	---	8

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APPENDIX 3 to ANNEX B
OPERATION PLAN No.4-44

CALIBRE	DESCRIPTION	MOUNT BAKER	NITRO	EMPIRE SPINNEY	EMPIRE GAT	FENDRIS	PROCRIS	NM ORAN	NM BIZERTE	NM PALERMO	TOTAL
1000# Bombs AN Mk33	AP	---	---	---	---	---	---	---	---	---	---
***Nose Fuze AN M103	For Bombs M64 & 65	---	---	---	---	108	12 100	---	---	---	12 208
TailFuze AN M101A2	For Bomb M64	---	---	---	---	100	100	---	---	---	200
Tail Fuze AN Mk228	For Bomb Mk33	---	---	---	---	---	13	---	---	---	13
Tail Fuze AN M102A2	For Bomb M65	---	---	---	---	8	---	---	---	---	8
***Crated Fin Assembly	For Bomb M64	---	---	---	---	100	100	---	---	---	200
Crated Fin Assembly	For Bomb M65	---	---	---	---	8	---	---	---	---	8
Crated Fin Assembly	For Bomb Mk33	---	---	---	---	---	12	---	---	---	12
.50 Cal. AP	M2 Grade AC	---	---	---	---	50000	50000	174000	---	---	274000
.50 Cal. Incend	M1 Grade AC	---	---	---	---	25000	25000	224000	---	---	274000
.50 Cal Tracer	M1 Grade AC	---	---	---	---	25000	25000	87000	---	---	136000
Metallic Links M2	For AC .50 Cal	---	---	---	---	100000	100000	485000	---	---	685000

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APPENDIX 3 to ANNEX B
ACTION PLAN No. 44

CALIBRE	DESCRIPTION	MOUNT		EMPIRE	EMPIRE	FENDRIS	PROGRIS	NM	NM	NM	TOTAL
		BAKER	NITRO	SPINNEY	GAT						
Aircraft Two Star Cart. Mk3 Mod 3. Aircraft En- gine Starter Cart.	50 each: R-R, Y-Y, G-G, R-Y, R-G, G-Y	---	---	---	---	300	300	600	---	---	1200
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	3780	3780	---	7560
7.2" Proj. charges complete	For Proj. Mk 10 and 11	100	100	100	100	100	100	3780	3780	---	7560
(9)	(10)	(11)	(12)	24	---	---	---	---	---	---	24
8811	2142	2000	13553	108	---	---	---	---	---	---	108
(b) Line 2:	(2)	(3)	(4)	(5)	(6)	(7)	(8)	120	---	---	120
7.2" Rockets For complete	Rocket Launchers Mk 20 or 22	100	100	100	100	100	100	200	---	---	200
(9)	(10)	(11)	(12)	---	---	---	---	---	---	---	---
3482	3610	1155	8847.	---	---	---	---	---	---	---	---

res of 40MM and 20MM primarily for landing craft are
Ajaccio, Calvi, and Ile Rousse.
pistols, boosters, booster extenders, detonators, and
arges are located with Depth Charge reserves.
bombs, ANM64 are unavailable 350# Depth Bombs AN Mk47 with fuses AN M103 and
1 be substituted in the loading, 118 Depth Bombs being loaded in the FENDRIS
amount in the PROGRIS.

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CALIBRE	DESCRIPTION	MOUNT BAKER	NITRO	EMPIRE SPINNEY	EMPIRE GAT	FENDRIS	PROCRIS	NM ORAN	NM BIZERTE	NM PALERMO	TOTAL
Aircraft Two Star Cart.Mk3 Mod 3.	50 each: R-Y, Y-Y, G-G, R-Y, R-G, G-Y	---	---	---	---	300	300	600	---	---	1200
Aircraft En- gine Starter Cart.	Type C	---	---	---	---	3780	3780	---	---	---	7560
Aircraft En- gine Starter Cart.	Type D	---	---	---	---	3780	3780	---	---	---	7560
AC Parachute Flare Mk4-3	Complete with two suspension band assemblies.	---	---	---	---	24	---	---	---	---	24
AC Parachute Flare Mk6-3.	Complete with two suspension ban assemblies.	---	---	---	---	108	---	---	---	---	108
AC Parachute Flare Mk8-1.	---	---	---	---	---	120	---	---	---	---	120
AC Two Star Cart. Mk4	R-RR	---	---	---	---	200	---	---	---	---	200
AC Two Star Cart. Mk4	Y-RY	---	---	---	---	200	---	---	---	---	200

* Small reserves of 40MM and 20MM primarily for landing craft are located at Ajaccio, Calvi, and Ile Rousse.

** Appropriate pistols, boosters, booster extenders, detonators, and impulse charges are located with Depth Charge reserves.

*** If 500# GF Bombs, ANM64 are unavailable 350# Depth Bombs AN Mk4.7 with fuzes AN M103 and AN M219 will be substituted in the loading, 118 Depth Bombs being loaded in the FENDRIS and a like amount in the PROCRIS.

B I G O T - A N N U I L
T O P S E C R E T

File No.

A4-3

Serial: 00987

APPENDIX 3 TO
OPERATION PLAN

NO. 4-44.

PART II

DETAILED DISTRIBUTION OF ROYAL NAVY AMMUNITION RESERVES

A.S.I.S.	15" H.E.	-----	200 rounds
	6" Mk 23 H.E.	-----	5000 rounds
	5"/25 H.E.	-----	5000 rounds
	4" Mk XVI H.E.	-----	2000 rounds
	2 pounder Pompom, Bofors, and Oerlikon.		

A.S.I.S. WOODLARK
SUTHERLAND
BRITTANY COAST
P A C H E C O

In Each

	6" Mk 23 H.E.	-----	1500 rounds
	5".25 H.E.	-----	1800 rounds (WOODLARK 1000)
	4"7 XI H.E.	-----	1000 rounds (except WOODLARK)
	4"7 IX, XII H.E.	-----	3000 rounds
	4" XVI H.E.	-----	3000 rounds (WOODLARK 2000)
	15" C.F.	-----	100 rounds (WOODLARK only)
	2 pounder Pompom, Bofors, Oerlikon and O45		

ADDITIONAL RESERVES OF BATTLESHIP AND CRUISER AMMUNITION IN THEATER

15" A.P.C	195 (4 c r h) at MALTA 265 (6 c r h) at MALTA
15" H.E.	300 at MALTA
6" Mk 23 H.E.	1700 at NAPLES, 2000 at MALTA
5".25 H.E.	4500 at NAPLES, 20,000 at MALTA

NOTE: c r h refers to the ballistic qualities of the projectile.

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APPENDIX 3 TO
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NO: 4-44:

PART III

DETAILED DISTRIBUTION OF FRENCH AMMUNITION RESERVES

	AJACCIO	QUERCY or BARFLEUR	TOTAL
155MM AP	----	1500	1500
155MM HE	----	1500*	1500*
Powder Charges C2	1000	2000	3000
152MM AP	1130	1496*	2626
152MM HE	----	----	----
Powder Charge C1	256	1275**	1531**
Powder Charge C2	----	3195***	3195***
Powder Charge C3	3010	----	3010
138MM/29 HE	----	3000	3000
Powder Charge C2	1000	2000	3000
138MM/10 AP	800	----	800
138MM/10 HE	1500	1500	3000
Charges for AP	----	1800	1800
Charges for HE	----	2000	2000
130MM HE	1440	1200	2640
Charges C1	1640	1000	2640
90MM	3500	5510	9010
75MM	8000	----	8000

* If received from U.S. in time.

** 500 of these charges not yet arrived from U.S.

*** 2700 of these charges not yet arrived from U.S.

**** If possible some equalization between projectiles and powder charges at AJACCIO and in QUERCY (or BARFLEUR) will be made.

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APPENDIX 3 TO
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PART IV

SMOKE RESERVES

DESCRIPTION	BIZERTE	PALERMO	ORAN	NAPLES	AJACCIO	TOTAL
Smoke Pots M1	4212	19205	4900	----	5000	33317
Smoke Pots Mk 3	1044	----	376	----	----	1410
Smoke Float Mk 2	411	----	1517	----	1500	3428
Floating Pot M4	1486	3788	2605	----	1000	8879
Fog Oil (Drums)	1484	92	2300	2000	2500	6376

SUPPLIES FOR BRITISH LCM SMOKERS

DESCRIPTION	BIZERTE	PALERMO	ORAN	NAPLES	AJACCIO	TOTAL
CSA (Tons) (Chlorosulphonic Acid smoke mix- ture for use in British LCM(1) smokers).	----	----	----	750	1250*	2000

FM SMOKE

DESCRIPTION	BIZERTE	PALERMO	ORAN	NAPLES	AJACCIO	TOTAL
FM filled tanks	200	----	20	----	----	220
FM mixture drums	----	----	18	----	----	18

FS SMOKE

DESCRIPTION	BIZERTE	PALERMO	ORAN	NAPLES	AJACCIO	TOTAL
MK-1 Gen.(FS)	----	----	11	----	----	11
MK-2 Gen.(FS)	19	----	----	----	----	19
FS filled tanks	----	22	18	20	41	101
FS mixture drums	58	125	110	47	300	640
FS filling equipment (Set)	----	1	2	----	2	5

* Will be moved from ALGIERS in increments.

After D Day unless otherwise ordered by Naval Commander Western Task Force reserve smoke will be moved by first available transportation as follows:

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Commandant, Naval Operating Base PALERMO ship to Commander
Petroleum Division ONE, AJACCIO.

5000 M-1 Smoke pots.
1000 M-4 Smoke floating pots.

Commandant, Naval Operating Base, ORAN ship to Commander,
Petroleum Division ONE, AJACCIO.

1000 M-4 Smoke floating pots.

AUTHENTICATED:

J. M. Boit
J. M. BOIT,
Commander, USNR,
Flag Secretary.

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APPENDIX 4 TO GUNFIRE SUPPORT PLAN ANNEX B

OPERATION PLAN 4-44

LIGHT INDICATOR NET DIRECTIVE

1. Light indicator net has been made up into three lengths and will be loaded in 2 LCM(3)s at AJACCIO and will be lifted in an LSD to HYERES ROAD area when directed by Commander Support Force as referred to in Section XI Paragraph 1(c) Logistic Plan, Annex E to Operation Plan 4-44. The net will be used to protect the HYERES ROAD anchorage and will be laid in the passes between LEVANT ISLAND - PORT CROS ISLAND, PORT CROS ISLAND - PORQUEROLLES ISLAND, and PORQUEROLLES ISLAND - CAPE ESTEREL. The Officer-in-Charge of the net laying detail has been briefed in the operation and the personnel trained in laying the net.
2. The Net consists of a series of adjoining panels any one of which becomes fouled and is torn away, should a submarine attempt to negotiate the pass. As a panel is carried away, smoke and flame floats are actuated which enables patrol vessels to accurately locate the submarine.
3. The net tenders, HACKBERRY and ^{Pepperwood} ~~YEA~~ will stage at AJACCIO and will move forward with the net detail. The tenders will carry spare panels and may be required to hold the long section between PORT CROS ISLAND and PORQUEROLLES in place.
4. When HYERES ROAD is no longer used as an anchorage, the net will be recovered, and net detail will be returned to ORAN and the net tenders will be returned to their regular duties.

AUTHENTICATED:

J.M. Boit
J.M. BOIT,
Commander USNR,
Flag Secretary.

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APPENDIX 5 TO GUNFIRE SUPPORT PLAN ANNEX B

OPERATION PLAN NO. 4-44

SMOKE DIRECTIVE

1. ANPM NO. 30 was previously issued as a general guide for Naval Task Force Commanders in the preparation of their smoke plans.
2. The decision to make smoke to protect shipping rests with the Naval Attack Force Commanders. The Army Beach Group Commander is responsible for smoke covering the beaches, but with an off-shore wind, the Naval Commander may veto smoke produced from the beach. Navy Beach Battalions are each equipped with 8 Model 317 Besler Smoke Generators and will augment the Army beach smoke, when requested.
3. All Model 317 (heavy) Besler smoke generators have been allocated by Commander EIGHTH Amphibious Force to LSTs and to a few SCs. LCI(L)s subsequent to number 351 are equipped with Model 317 Besler generators.
4. Commander EIGHTH Amphibious Force has allocated to Attack Force Commanders all smoke material less that listed in Section 4 of Appendix 3 to Gunfire Support Plan, Annex B, Operation Plan NO. 4-44.
5. A British smoke flotilla consisting of six (6) LCM(3) smokers and three (3) LCT(1) tenders has been attached to Western Naval Task Force for Operation ANVIL. The six (6) smokers will be lifted to the assault area in LSDs and the three (3) tenders will sail in the assault convoy. (See Section XI, Paragraph 1(a), Logistic Plan, Annex "E" to Operation Plan No. 4-44). The smoke flotilla is assigned as follows:

ALPHA Attack Force:

LCT(1) Smoke Tender.
#9.

LCM(3) Smokers.
Hull #1032 - Radio Call - Puffer #1
Hull #1038 - Radio Call - Puffer #2

DELTA Attack Force:

LCT(1) Smoke Tender.
#17.

LCM(3) Smokers.
Hull #1016 - Radio Call - Puffer #3
Hull #1002 - Radio Call - Puffer #4.

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No. 4-44.

CAMEL Attack Force.

LCT(1) Smoke Tender.
#4.

LCM(3) Smokers.
Hull #1012 - Radio Call - Puffer #5.
Hull #1040 - Radio Call - Puffer #6.

6. The LCT(1) tenders in the past have been used for controlling the smokers. At present, communication between tenders and smokers is by means of the Army type 46 radio. This radio has three channels, Channel A-6430 kcs; Channel B-7090 kcs; Channel C-6630 kcs. Communication between smoke tenders and amphibious flagship is now by means of a R.A.F. general purpose radio. The R.A.F. general purpose radio provides telephone reception and Morse sending only. It is recommended during the assault phase that Attack Force Commanders exercise direct control of the smokers by use of TCS radios on the assault boat frequency, and that the LCT(1) tenders be used exclusively for purposes of maintenance and supply.
7. Each smoker carries ten (10) tons of smoke mixture, sufficient for two and three-quarters hours of smoke at lowest rate of emission. The capacity of the LCT(1) tender is fifty (50) tons of smoke mixture, carried in fifty (50) gallon drums. Two hours is required to refill the smoke tanks of the smoker. The LCM(3) smoker is propelled by Diesel engines. The aircraft engines mounted in the smokers use 100 Octane gasoline. LCT(1) tenders are propelled by gasoline engines. The cruising radii of both tender and smoker are four hundred (400) miles. Sufficient fuel is carried in aircraft engine tanks for four (4) hours operation. This tank is refilled from the LCT(1) supply.
8. The total complement of the smoke flotilla is approximately one hundred twenty (120) men. A crew of five (5) operate the smoker. Maintenance crews for the smoke equipment are embarked in the LCT(1).
9. During a smoke laying operation, all craft should stay clear of the smokers a minimum distance of fifty (50) yards. The effect of a concentration of acid smoke is harmful but not permanently injurious.
10. Reserves of smoke mixture (CSA) and other smoke materials are shown in Part IV, Appendix 3 to Gunfire Support Plan, Annex B to Operation Plan 4-44. Logistic support as in Logistic Plan, Annex E, to Operation Plan No. 4-44.

AUTHENTICATED:

J. M. Boit
J. M. BOIT,
Commander USNR,
Flag Secretary.

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APPENDIX 6 TO GUNFIRE SUPPORT PLAN ANNEX B

OPERATION PLAN 4-44

CHEMICAL DEFENSE DIRECTIVE

1. The policy and instructions of the Commander in Chief, U.S. Fleet regarding the use of gas will be adhered to:
 - (a) Use of toxic gas will not be initiated by any Commander.
 - (b) In the event use of gas by the enemy is suspected, Naval Commanders will:
 - (1) Make immediate dispatch report directly to NCWTF.
 - (2) Conduct immediate investigation on spot by qualified personnel.
 - (3) Make amplifying report confirmed or not confirmed.
2. Chemical Defense Equipment for Naval personnel landing on the beaches:
 - (a) Each individual will carry a gas mask (Army lightweight service mask M3-10A16 or British equivalent) with the following additional equipment in the gas mask carrier:
 1. Individual Protective Cover (cellophane cape)
 2. Eyeshields, 2 pair.
 3. Ointment -- BAL for Lewisite.
 4. Ointment -- either S461 or S330 for mustard.
 - (b) In addition, a complete protective clothing outfit will be made available to each individual. This clothing need not be worn, but it must be landed as soon as practicable and kept readily available. This outfit consists of:
 1. Impregnated suit consisting of trousers and jumper, (khaki colored)
 2. One pair impregnated woolen gloves.
 3. Two pair impregnated socks.
 4. Protective foot gear (shoes treated with shoe impregnate.)

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3. Chemical Defense Equipment for naval personnel embarked in craft that will beach.

- (a) Each individual will carry a gas mask and carrier containing the material listed in paragraph 2(a).
- (b) A complete protective clothing outfit for each crew member will be carried in each craft that will beach. This clothing need not actually be worn, but it must be readily available. This protective clothing outfit is the same as that described in paragraph 2 (b) except that it is blue in color. Furthermore, rubber overshoes may be worn in lieu of impregnite treated shoes.

4. Protective clothing outfits and gas masks (with carriers containing the material listed in paragraph 2 (a) above) will be maintained in accessible locations about the ship for personnel embarked in ships and craft that will not beach.

5. British Naval Forces will comply, using the equivalent equipment provided by their services.

6. French liaison personnel who land during the assault will be supplied with equipment listed in paragraph 2 (a).

AUTHENTICATED:

J.M. BOIT
J.M. BOIT,
Commander USNR,
Flag Secretary.

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APPENDIX 7 TO GUNFIRE SUPPORT PLAN ANNEX B

OPERATION PLAN 4-44

BEACH AND UNDERWATER OBSTACLE DIRECTIVE

1. A.N.P.M. No. 29 outlined the general use of Naval Combat Demolition personnel and material.
2. The Demolition Units have been reorganized so that each Demolition Team will consist of one naval officer, five Navy enlisted men and five trained Army enlisted men.
3. Commander EIGHTH Amphibious Force has assigned Demolition Teams and material to the Attack Force Commanders. Each Attack Force Commander will arrange for transporting demolition personnel, material, boats and explosive to assault area.
4. It is recommended that all Drone boats be detonated not later than H-30. Due to the gradient of the beaches the detonation of a Drone will cause a 360 degree lip 70 to 80 feet in diameter to be formed around the center point of the explosion. It is estimated that the lip will deteriorate in about 20 minutes, sufficiently for passage of LCVP, provided the bottom is sand.
5. Bouys will be released from the Drones to mark the cleared channel. Demolition Teams will, as soon as possible, correct the positions of these bouys if necessary and clear the beach of underwater and beach obstacles. Beach markers will be placed to indicate to assault boats the cleared channels.
6. Demolition Units will not beach prior to the second assault wave.
7. Attack Force Commanders will make available pertinent intelligence material to Demolition Teams.

AUTHENTICATED:

J.M. Boit
J.M. BOIT,
Commander USNR,
Flag Secretary.

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APPENDIX 8 TO GUNFIRE SUPPORT PLAN ANNEX B

OPERATION PLAN 4-44

EMPLOYMENT OF BOMB AND MINE DISPOSAL UNITS

1. Bomb Disposal Units, consisting of an Officer in Charge and an enlisted man, with unit equipment are employed on the beaches to minimize the damage done by time bombs and to dispose of unexploded bombs and projectiles, booby traps and anti-personnel devices. These units will cooperate with intelligence personnel in determining the use of new types of enemy ordnance and in reporting on new types of enemy ordnance discovered.
2. The equipment of Bomb Disposal Units based ashore consists of a specially equipped two and one-half ($2\frac{1}{2}$) ton ten (10) wheeler truck, a one fourth ($\frac{1}{4}$) ton four by four (4 x 4) truck, various technical and hand tools and demolition equipment, which, with personal gear, can be transported in the truck.
3. A Bomb Disposal Officer is assigned to each U.S. Navy ship of cruiser tonnage or more. The services of these officers are available to other ships and units when required.
4. Mine Disposal Units, consisting of an Officer in Charge and an enlisted man (qualified diver), will be employed to establish and maintain the mine watch and to minimize and prevent, if possible, damage done by enemy mines for which no sweeping procedure has been developed, and other unexploded underwater ordnance.
5. The equipment of Mine Disposal Units to be shore based consists of a command car or one fourth ($\frac{1}{4}$) ton four by four (4 x 4) truck and a specially-equipped two and one-half ($2\frac{1}{2}$) ton ten wheeler truck, complete diving gear except pump and assorted disposal and demolition gear, all of which can be transported with the personal gear of the unit personnel in the truck.
6. The Mine Disposal Units personnel to be used on ships will require a minimum of tools and gear (3 cu. ft. estimated), other than personal gear. It is expected that diving equipment will be available on AM type minesweepers.
7. Mine Disposal personnel may be of value to assist intelligence personnel on the beach in gathering evidence of the use of mines and the use and operation of new types of enemy ordnance.

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8. Commander U.S. Naval Detachment, NAPLES will prior to Q Day, direct Bomb and Mine Disposal Units nominated by the Officer in Charge Mobile Explosives Investigation Unit # 2 to report to Attack Force Commanders as indicated:

Commander ALPHA Attack Force

2 Bomb Disposal Units
1 Mine Disposal Unit

Commander DELTA Attack Force

1 Bomb Disposal Unit
1 Mine Disposal Unit

Commander CAMEL Attack Force

2 Bomb Disposal Units
1 Mine Disposal Unit

Commander SITKA Attack Force

1 Bomb Disposal Unit
1 Mine Disposal Unit

9. Two Bomb Disposal Units and two Mine Disposal Units attached to Attack Force Commanders have been earmarked by the Officer in Charge, Mobile Explosives Investigation Unit # 2 for duty with Commander Task Group 80.8 when the first of the two major ports is captured. Commander Task Group 80.8 is responsible for loading the vehicles and equipment required by the Bomb and Mine Disposal Units which will come under his command. Vehicles for other Bomb and Mine Disposal Units will not be loaded in the assault convoy but may, if required, be brought in during the followup, as directed by Attack Force Commanders.
10. Attack Force Commanders will return Bomb and Mine Disposal Units, except those attached to Commander Task Group 80.8, when no longer required to the Officer in Charge, Mobile Explosives Investigation Unit # 2.

AUTHENTICATED:

J.M. Boit
J.M. BOIT,
Commander USNR,
Flag Secretary.

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APPENDIX 9 TO GUNFIRE SUPPORT PLAN ANNEX "B"

OPERATION PLAN 4-44

RULES FOR THE CONTROL OF AIRCRAFT AND ANTI-AIRCRAFT GUNFIRE

1. (a) D Day - Special Rules

- (1) Time:- From H-8 hours until 2130B (1930 GMT) on the evening of D Day.
- (2) Special Belt:- between a line 12000 yards seaward of the coast and a line 5000 yards seaward of the coast.
- (3) Restrictions to AA fire both afloat and ashore
 - (a) Outside the special belt. Anti-aircraft artillery will not fire at aircraft outside the belt in (2) above unless it commits a hostile act or is recognized as hostile.
 - (b) Inside the special belt. Anti-aircraft artillery may fire at any aircraft inside the belt in (2) above not recognized as friendly that flies below 3000 feet altitude. Anti-aircraft artillery will not fire on aircraft above 3000 feet inside the belt unless it commits a hostile act or is recognized as hostile.
- (4) Restriction to Allied Aircraft
 - (a) Within the belt described in (2) above allied aircraft will fly above 5000 feet altitude.
 - (b) Seaward of the 12000 yard line allied aircraft will conform to the Mediterranean Area rules governing aircraft in the vicinity of ships at sea.
 - (c) Landward of the 5000 yard line allied aircraft may fly at any altitude.

(b) At Night - General Rules

- (1) Time:- from 2130B (1930 GMT) on the evening of D Day until 0550B (0350 GMT) of D plus 1 and everynight thereafter between these hours, until changed by Air Task Force Commander.
- (2) Extent:- an area whose seaward limit is 12000 yards from the coast, whose landward limit is 12000 yards inland from the coast and extending along the coast between lines 12000 yards outward from the limits of beach activity.
- (3) Restrictions to AA fire both afloat and ashore: The area described in (2) above will be an IAZ between the hours listed in (1) above. (See AFHQ Air Defense Instruction No. 1, dated 15 September 1943.)

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(c) In daytime - General Rules after D Day

- (1) Time:- from 0550B (0350 GMT) of D plus 1 until 2130 (1930 GMT) of D plus 1 and every day thereafter between these hours.
- (2) Extent:- an area enclosed by a line 12000 yards to seaward of the coast, a line 3000 yards inland from the coast and extending along the coast between the points where the bomblines cut the coast.
- (3) Restrictions to AA fire both afloat and ashore,
 - (a) Anti-aircraft Artillery may fire at any aircraft in the area described in (2) above not definitely recognized as friendly that flies below 3000 feet.
 - (b) Anti-aircraft Artillery will only fire at aircraft flying above 3000 feet in this area if the aircraft commits a hostile act or is recognized as hostile.
 - (c) Anti-aircraft Artillery ashore will not fire at aircraft flying outside the area described in (2) above unless it commits a hostile act or is definitely recognized as hostile. Ships to seaward of this area will obey the normal rules for anti-aircraft fire for ships at sea.
- (4) Restrictions to Allied Aircraft:-
 - (a) Within the area described in (2) above Allied aircraft will fly above 5000 feet altitude.
- (5) Major War vessels including destroyers, are free to fire on all aircraft below 3000 feet within the assault area, not recognized as friendly. Above 3000 feet within 12000 yards of the ship, fire will be limited to aircraft which are recognized as hostile or commit a hostile act.

(d) Minor Warships, Merchant ships and craft - Special Instructions.

Fire from Minor Warships, Merchant ships and craft is totally prohibited both day and night against aircraft flying within 12000 yards of the assault coast unless the ship herself is being directly attacked with torpedoes, bombs or by fighter aircraft. Outside 12000 yards from the assault coast normal rules for minor Warships, Merchant ships and craft apply except during the approach of D Day - see paragraph 1(a) (3)(a).

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(e) Abolition of Special Rules

When Army, Navy and Air Force Commanders agree, these special rules for the assault area will cease being effective. Any of the three commanders concerned may take the initiative in this matter.

2. Smoke

- (a) The Naval Commander is responsible for control of smoke covering the shipping in the anchorage.
- (b) The Beach Group Commander is responsible for control of smoke covering the beaches and small ports.
- (c) The Anti-aircraft Defense Commander (AADC) is responsible for smoke control in major ports, with consent of Navy. This consent is obtained periodically and not for each raid.

3. Barrage Balloons

- (a) Shore Barrage balloons will be controlled by the anti-aircraft Defence Commander. Balloons over shipping will be controlled by Naval Commander.
- (b) All balloons will be operated normally at an altitude not to exceed 2000 feet.
- (c) All balloons will be close hauled to 25 feet when required by the Air Commander for airborne operations, or when specially agreed for other air operations.

4. Definition of a Hostile Act

- (a) Attacking friendly ground targets, ships or aircraft.
- (b) Dropping flares at night.
- (c) Diving on troops, ships or vulnerable points.
- (d) Use of WINDOW or other forms of radar jamming.

5. Aircraft will be considered friendly unless they commit a hostile act if:-

- (a) Recognized as friendly by appearance.
- (b) Following a prescribed route.
- (c) Displaying correct recognition signals.
- (d) Showing correct IFF response.
- (e) Landing gear down.
- (f) A Bi-plane.
- (g) Seaplane, flying boat or float plane.

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APPENDIX 9 TO
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6. Liaison

- (a) The Anti-aircraft Commander will establish liaison with the Beach Group Commander and furnish him early warning of hostile air approach.
- (b) As the Anti-aircraft Commander will be ashore and established before the Air Force Defence Commander, the latter, upon arrival, will establish contact with the Anti-aircraft Commander.

7. Instructions for AA

- (a) Except in the assault area, IAZs and GDAs, Anti-Aircraft artillery will fire only on aircraft recognized as hostile unless firing is authorized by a Sector Operations Room operated by the Air Force.
- (b) Enemy aircraft in combat with or being chased by friendly fighters will not be engaged.
- (c) Air Observation Posts (O.P.) planes of the Field Artillery will normally be operating below 3000 feet and care will be taken to avoid endangering them.
- (d) No weapons smaller than caliber .50 will be fired at aircraft under any circumstances unless attacked.
- (e) Parachute mines and glider bombs may be engaged by Automatic Weapons (AA) down to a height of 500 feet provided the angle of elevation insures the safety of friendly installations.
- (f) Flares will not be engaged by Anti-aircraft Artillery.
- (g) If Airborne forces are involved, specific lanes will be designated which will clear all shipping as far as possible. During appropriate periods all AA fire will be prohibited within these lanes in order to permit free passage of troop carrier planes. Anti-aircraft Artillery, ashore and afloat, must be advised well in advance of all airborne movements.
- (h) The AADC will:-
 - (1) Provide for reception of early warning broadcasts and reception of telephone communications from the Air Controller.
 - (2) Assume the duties of Controller in such matters as concern AAA in the absence of communication with Air Controller.
 - (3) Arrange for dissemination to Anti-aircraft Artillery of all Air Intelligence and of all instructions from Controller.

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APPENDIX 8 TO
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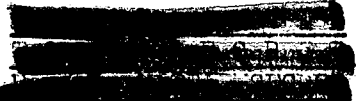
- (4) Provide communications to each element of Anti-aircraft Artillery.

8. Instructions for Air Force

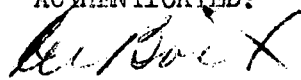
- (a) Avoid committing hostile acts as listed in paragraph 4 above.
- (b) Avoid approaching friendly AA out of the sun.
- (c) Switch on IFF when approaching friendly territory or ships.
- (d) Whenever fired on by friendly Anti-aircraft Artillery or whenever inadvertently or in an emergency committing a "hostile act" as listed in paragraph 4 above, flash the letter of the period on downward recognition lamp or fire the colors of the day by Very pistol. SEF are often not fitted with downward recognition lamps nor Very pistols.
- (e) Avoid IAZs unless ordered over them by the Sector Controller.
- (f) Do not fly below 5000 feet over the assault area, except when essential in aircombat, or previously agreed and all concerned notified.
- (g) Be responsible for seeing that line communications to AA Defence Commanders are provided.
- (h) Follow prescribed rules for approaching an airfield. If the local rule is unknown, use the following precautions.
 - (1) Reduce speed.
 - (2) If possible, lower undercarriage before descending below 1000 feet.
 - (3) Do not make first approach out of the sun.
 - (4) Circle at not less than 1000 feet or below clouds and within 3 mile radius of center of field.
 - (5) At night, flash the letter of the period, followed by F, if flood light is desired.
 - (6) Fire the color of the period on first approach and repeat if engaged by Anti-aircraft Artillery, or if any doubt of identification exists.
- (i) Anti-aircraft Artillery and Navy must be notified well in advanced of all intended airborne movements.
- (j) Set up an early warning system and insure early broadcasts of warnings to all concerned.
- (k) When communications permit, exercise control over Anti-aircraft Artillery, including balloons, through AA Defence Commanders.
- (l) Except in emergency, external fuel tanks will be dropped as far away from the beaches and shipping as possible to avoid their being mistaken for bombs.

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APPENDIX 9 TO
OPERATION PLAN
NO. 4-44

AUTHENTICATED:


J. M. BOIT,
Commander USNR,
Flag Secretary

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APPENDIX 10 TO GUNFIRE SUPPORT PLAN ANNEX B

OPERATION PLAN 4-44

ARMAMENT CHARACTERISTICS OF MAJOR ALLIED SHIPS

Ship	Class	Nationality	Main Battery	Secondary Battery	Approximate ammunition on board prior to D Day		Probable Remaining Gun Life (total rounds per ship)
					A.P. or Common	H.C. or H.E.	
TEXAS	BB	US	10-14"/45	6-5"/51	753**	339**	40-500
ARKANSAS	BB	US	12-12"/50	6-5"/51	550	900	636
NEVADA	BB	US	10-14"/45	16-5"/38	200	800	650
RAMILLES	BB	BR	8-15"	6"	160	800	sufficient
LORRAINE	BB	FR	8-340 MM	14-138 MM	565	195	1215
QUINCY	CA	US	9-8"/55	12-5"/38	430	870	1854
TUSCALOOSA	CA	US	9-8"/55	8-5"/25	430	870	2439
AUGUSTA	CA	US	9-8"/55	8-5"/25	325	975	4500
BROOKLYN	CL	US	15-6"/47	8-5"/25	900	2700	7500
PHILADELPHIA	CL	US	15-6"/47	8-5"/25	900	2700	10000 plus
OMAHA	CL	US	10-6"/53	3"/50	670	1330	2130
CINCINNATI	CL	US	10-6"/53	3"/50	670***	1330***	3800
MARBLEHEAD	CL	US	10-6"/53	3"/50	670	1330	3600
AJAX	CL	BR	8-6"	8-4"	320	1280	sufficient
ORION	CL	BR	8-6"	8-4"	320	1280	sufficient
AURORA	CL	BR	6-6"	8-4"	240	960	sufficient
DIDO	CL	BR	10-5"25	---	200	2500	sufficient
BLACK PRINCE	CL	BR	8-5"25	---	160	2000	sufficient
SIRIUS	CL	BR	10-5"25	---	200	2500	sufficient
DUGUAY TROUIN	CL	FR	8-155 MM	4-75 MM	---	1644	591
JEANNE D'ARC	CL	FR	8-155 MM	4-75 MM	500	1050	2485
EMILE BERTIN	CL	FR	8-152 MM	4-90 MM	1069	896	1439
GLOIRE	CL	FR	9-152 MM	8-90 MM	741	1141	1888
GEORGES LEYGUES	CL	FR	9-152 MM	8-90 MM	2009*	67	1217
MONTCALM	CL	FR	9-152 MM	8-90 MM	1864*	37	1426
MAILIN	DL	FR	5-138 MM	---	250	750	562
FANTASQUE	DL	FR	5-138 MM	---	250	750	767
TERRIBLE	DL	FR	5-138 MM	---	250	750	440

* Percentage of H.E. to be increased. Exact quantities not available, but it will be at least 500 rounds per ship, with a corresponding reduction in A.P.

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** 1000 Powder charges.

*** Subject to later confirmation.

P.R.L. is the probable remaining life of the guns, expressed in total rounds per ship. It is based upon equivalent service rounds. In all services, the use of reduced charges greatly reduces the wear upon the guns, and correspondingly extends the remaining gun life.

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J. M. Boit
J. M. BOIT,
Commander USNR,
Flag Secretary.

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APPENDIX 11 TO GUNFIRE SUPPORT PLAN ANNEX B

OPERATION PLAN 4-44

Sample Form

REPORT OF FIRE MISSIONS

Mission Number	1	2	3	4	5 etc
Date Zone Time of Call for Fire.					
Type Target (Guns, Tanks, etc)					
Location or Coord- inates.					
Type of Fire.					
Observation by: (SFOP, SOC, Air Op, etc).					
Spotter's Radio (SCR 609, 284, etc).					
Zone time of Commence fire.					
Initial Navigat- ional Range.					
Initial Spot					
No. of ranging rounds.					
No. of Rounds for Effect.					
Total Rounds Fired.					
Type of Ammunition					
Time of Cease Fire.					
Effect and Remarks.					

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J.M. Boit
J.M. BOIT,
Commander USNR,
Flag Secretary.

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APPENDIX 12 TO GUNFIRE SUPPORT PLAN ANNEX B

OPERATION PLAN 4-44

SAMPLE FORM FOR PREARRANGED BOMBARDMENT WITH AIR SPOT

ALPHA (DELTA, CAMEL) FORCE

The first, (second etc.) serial or period consisting of _____ spotting sorties, will be over the target area from H minus _____ until H plus _____ and will be briefed to spot for fire support ships on targets as shown in the following table:

Serial or Period 1 (2, 3 etc.)			
Spotting Sortie Call sign and Frequency.	Target	Alternative Target	Firing Ship
1. Call sign _____ KCS	Target number, name (if any) Grid Coordinates	Target number, Name (if any) Grid Coordinates	-----
2. Call sign _____ KCS	Target number, Name (if any) Grid coordinates	Target number, Name (if any) Grid coordinates	-----

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J.M. BOIT
J.M. BOIT,
Commander, USNR,
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APPENDIX 13 TO ANNEX "B"
OF NAVAL COMMANDER WESTERN TASK FORCE OPERATION PLAN NO. 4-44.

PRE-D DAY BOMBING - XII TACTICAL AIR COMMAND
OPERATION "NUTMEG"

1. This document contains the detailed plan developed by XII Tactical Air Command for Pre-D day bombing. This plan has been coordinated with the Naval Commander Western Task Force, and Commanding General, Western Task Force.
2. The results of these bombings will be examined by PRU and, when interpretation has been made, interested Naval Commanders will be advised. The destruction by bombing of any of the air targets listed in the assault area would, to that extent, require the substitution of alternate targets in the naval gunfire schedule of Pre-H hour bombardment.

H. K. HEWITT
Vice Admiral, U. S. Navy,
Naval Commander Western Task Force.

Distribution:
Same as Op-Plan 4-44.

AUTHENTICATED:

J. M. Boit
J. M. BOIT,
Commander, USNR,
Flag Secretary.

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APPENDIX 13 TO ANNEX B
OF OPERATION PLAN
NO. 4-44.

DETAILED PLAN - OPERATION NUTMEG

CONTENTS

- Section I - General.
II - Objectives.
III - Plan of Attack.
IV - Responsibilities.
V - Summary.

SECTION I - GENERAL

- A. Designation. The following plan of Pre "D" day "ANVIL" operations will be known as operation "NUTMEG".
- B. Authority. The plan for this operation is proposed as directed by MATAF in letter "Operation "ANVIL" Bombing Plan", reference TAF/65/17/Air, dated 14 July 1944.
- C. Purpose. Operation "NUTMEG" is designed to:
1. Neutralize the main coast defense batteries in the "ANVIL" area which threaten naval craft during the planned assault.
 2. Lower the effectiveness of coast defense troops by deterioration in morale resulting from concentrated bombing attacks.
 3. Neutralize the main coastal radar stations covering the "ANVIL" area prior to the approach of the convoys thereto.
 4. Accomplish the foregoing without jeopardy to tactical or strategical surprise of Operation "ANVIL".
- D. Timing.
1. The strategic deception resulting from Operation "FERDINAND" cannot be expected to continue after H-16 hours. Operation "NUTMEG" has been designed to enhance rather than jeopardize Operation "FERDINAND", up to H-16 hours.
 2. Operation "NUTMEG" terminates at or before 0350B on "D" day.
 3. The "strategic" isolation of the "ANVIL" area is initiated prior to, and is concurrent with, Operation "NUTMEG".
- E. Relation to Operation "FERDINAND".
1. It is assumed that higher authority will direct such air operations in support of Operation "FERDINAND" as are required. It is also assumed that higher authority will coordinate any such operations with those for Operation "NUTMEG".

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F. Relation to Operations "YOKUM" and "DUCROT".

1. Operation "NUTMEG" will not be allowed to interfere with Operation "YOKUM" and Operation "DUCROT" in any way. If conflict should arise, priority will be given Operations "YOKUM", "DUCROT" and "NUTMEG" in that order.

G. Relation to RCM Operations.

1. Pre "D" day RCM operations involving attack of ground radar installations are an integral part of Operation "NUTMEG". Commanding General, MATAF is responsible for coordination of all other RCM operations in connection with Operation "ANVIL".

H. Relation to Other Air Operations.

1. It is most important that the campaign to interdict railroads leading into the "ANVIL" area be completed early, and thus avoid conflict with Operation "NUTMEG". Should any railroad bridge remain operational across the RHONE RIVER (south of VALENCE), across the ISERE RIVER (from its junction with the RHONE to the ALPS), or should the railroads across the ALPS between ITALY and FRANCE not be completely interdicted, bomber forces in excess of those required for Operation "NUTMEG" will be employed. In no case will forces be taken from Operation "NUTMEG" for this purpose on D-5, D-4, D-3 or D-1.
2. Counter-air force operations are included in the plan for "Operation "NUTMEG" on D-6 and D-2 to insure integration with "cover" requirements. Other counter-air force planing is a responsibility of higher headquarters.

SECTION II - OBJECTIVES

A. Target Areas. Operation "NUTMEG" involves attack of:

1. Coast defense batteries in four areas:
 - (a) The SETE area.
 - (b) The MARSEILLE area.
 - (c) The "ANVIL" area.
 - (d) The GENOA area.
2. Coastal radar installations from VIAREGGIO to SETE.

B. Timing. The timing of the various attacks constituting Operation "NUTMEG" has been carefully worked out, and is of vital importance to:

1. Attain effective neutralization of the coast defense installations in the "ANVIL" area.
2. Attain the most effective neutralization of enemy coastal radar installations.
3. Avoid loss of strategic or tactical surprise.

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APPENDIX 13 TO ANNEX B
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C. Scale of Effort.

1. The scale of air effort to be placed on the several coast defense batteries has been carefully oriented on the basic effort required to achieve a satisfactory degree of neutralization of the batteries in the "ANVIL" area. Efforts in other areas are designed (after exhaustive consideration) to avoid compromise of strategic and tactical surprise, both as to time and as to place.

2. Any change in scale of effort in one locality or on one day will require a complete revision of the plan, to reintegrate the several requirements.

D. Outline of Timing and Effort.OUTLINE OF "NUTMEG" AIR OPERATIONS

	SETE	MARSEILLE	ANVIL	GENOA
	Area	Area	Area	Area
D-6	Counter-Air Force "ANVIL" and Communications "ANVIL"			
AM:	4 Hvy Gps (CD	None	5 Hvy Gps (CD	256 F/B Sorties
D-5	guns) Fighters		guns)	(CD guns)
	(RCM)			
PM:	None	7 Med Gps (CD	None	None
		guns) Fight-		
		ers (RCM)		
AM:	None	5 Hvy Gps (CD	None	None
D-4		guns) Fight-		
		ers (RCM)		
PM:	None	None	None	7 Med Gps (CD guns)
				Fighters (RCM)
AM:	None	None	7 Med Gps (CD	256 F/B Sorties
D-3			guns)	(CD guns)
PM:	8 Hvy Gps (CD	None	None	None
	guns) Fighters			
	(RCM)			
D-2	Counter-Air Force "ANVIL" and Communications "ANVIL".			
AM:	None	4 Hvy Gps (CD	7 Med Gps (CD	8 Hvy Gps (CD guns)
		guns) Fighters	guns) Fighters	Fighters (RCM)
D-1		(RCM)	(RCM)	
PM:	None	None	8 Hvy Gps (CD	None
			guns) Fighters	
			(RCM)	
NITE:	None	20 Nite Bombers	None	None
		12 Nite Intru-		
		ders.		
		Sorties		
	12 Hvy Groups	7 Med. Groups	14 Med. Groups	7 Med. Groups
TOTALS:	Fighters	9 Hvy Groups.	13 Hvy Groups	8 Hvy Groups
		20 Nite Bombers	Fighters	512 F/B Sorties
		12 Nite Intru-		Fighters.
		ders		
		Fighters		

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SECTION III - PLAN OF ATTACK

A. Coast Defense Batteries.

1. SETE area:

(a) D-5.

Target No.	Grid Position	Emplacement	Time	Effort
1. None	R-671013	Open, Circ. Sand	AM	3 X 6 Heavy
2. None	R-772101	Circ. Earth	AM	3 X 6 Heavy
3. None	R-836145	Open, Circ. Earth	AM	3 X 6 Heavy
4. None	R-911096	Open, Circ. Earth	AM	3 X 6 Heavy
5. None	R-943108	Circ. Concrete	AM	3 X 6 Heavy
6. None	R-959096	Conc. Casemates	AM	3 X 6 Heavy
7. None	S-105227	Circ. Concrete	AM	3 X 6 Heavy
8. None	S-150263	Open, Circ. Camp	AM	3 X 6 Heavy

(b) D-3. In the late afternoon of D-3, using 6 X 6 Heavy Bombers per target, repeat attack of all targets listed for D-5.

2. MARSEILLE area:

(a) D-5.

1. K-20	Y-934925	Turrets in casemate	Late PM	6 X 6 Mediums
2. K-21	Y-937925	Casemate turrets	Late PM	6 X 6 Mediums
3. J-13	Y-847981	Open, Circ. Earth	Late PM	6 X 6 Mediums
4. H-09	Y-737996	Turrets or shields	Late PM	6 X 6 Mediums
5. H-04	T-667009	Earth and stone	Late PM	6 X 6 Mediums
6. H-02	T-654019	Open earth	Late PM	6 X 6 Mediums
7. H-01	T-701037	Camouflaged	Late PM	6 X 6 Mediums
8. H-22	T-671058	Circ. sandbag	Late PM	6 X 6 Mediums

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(b) D-4

Target No.	Grid Position	Emplacement	Time	Effort
1. J-60	Y-836989	Partially camouflaged	AM	6 X 6 Heavy
2. H-05	T-696046	Conc. casemates	AM	6 X 6 Heavy
3. J-18	Y-867995	Open, circ, earth	AM	6 X 6 Heavy
4. J-01	Y-789968	Turrets or shields	AM	6 X 6 Heavy
5. H-22*	T-671058	Circ. sandbags	AM	6 X 6 Heavy
6. H-01*	T-701037	Camouflaged	AM	6 X 6 Heavy
7. H-02*	T-654019	Open earth	AM	6 X 6 Heavy
8. H-04*	T-667009	Earth and stone	AM	6 X 6 Heavy

* If any of these targets have been confirmed as destroyed by previous bombing, replace same from following list of alternates in order of priority:

1. K-22	Y-938929	Turrets or shields	AM	6 X 6 Heavy
2. K-34	Y-069887	Turrets or shields	AM	6 X 6 Heavy
3. J-40	Y-903923	Open sandbag	AM	6 X 6 Heavy
4. F-19	T-447060	Turrets in rock	AM	6 X 6 Heavy

(c) D-3. No attacks

(d) D-2. Counter-air force and communications attacks under MAAF bombing directive.

(e) D-1.

1. K-20	Y-934925	Turret casemated	AM	3 X 6 Heavy
2. K-21	Y-937925	Turrets casemated	AM	3 X 6 Heavy
3. J-13	Y-847981	Open circ. earth	AM	3 X 6 Heavy
4. H-09	Y-737996	Turrets or shields	AM	3 X 6 Heavy
5. J-60	Y-836989	Partially camouflgd.	AM	3 X 6 Heavy
6. J-18	Y-867995	Open circ. earth	AM	3 X 6 Heavy
7. J-01	Y-789968	Turrets or shields	AM	3 X 6 Heavy
8. H-01	T-701037	Camouflaged	AM	3 X 6 Heavy

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APPENDIX 13 TO ANNEX B
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NO. 4-114.

3. "ANVIL" area.

(a) D-5.

Target No.	Grid Position	Emplacement	Time	Effort
1. M-20, M-26, M-27	Z-396918	Turrets in concrete	AM	4 X 6 Heavy
2. P-47, P-39, P-48	U-522180	In rock	AM	4 X 6 Heavy
3. P-34	U-546259	Open earth	AM	4 X 6 Heavy
4. P-40	U-516092	Open earth	AM	4 X 6 Heavy
5. P-63	S-205513	Open concrete	AM	4 X 6 Heavy
6. M-18	Z-276958	Open concrete	AM	4 X 6 Heavy
7. M-15	U-448178	Casemates	AM	4 X 6 Heavy
8. L-24	Z-123688	Undetermined	AM	4 X 6 Heavy

(b) D-4. No attacks

(c) D-3.

1. M-27*, M-26*, M-20*	Z-396918	Turrets in concrete	AM	6 X 6 Mediums
2. P-47*, P-39*, P-48*	U-522180	Rock	AM	6 X 6 Mediums
3. M-18*	Z-276958	Concrete	AM	6 X 6 Mediums
4. L-24*	Z-123888	Undetermined	AM	6 X 6 Mediums
5. L-30	Z-185869	Turrets	AM	6 X 6 Mediums
6. Q-03	S-214518	Earth	AM	6 X 6 Mediums
7. Q-07	S-334692	Undetermined	AM	6 X 6 Mediums
8. M-28	U-341026	Undetermined	AM	6 X 6 Mediums

* If any of these targets have been confirmed as destroyed by previous bombing, replace same from following list of alternates in order of priority.

1. N-17	U-448107	?	AM	6 X 6 Mediums
2. N-23	U-496122	Open earth	AM	6 X 6 Mediums

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Target No.	Grid Position	Emplacement	Time	Effort
3. H-12	U-441188	Open earth	AM	6 X 6 Medium
4. L-29	Z-170854	Undetermined	AM	6 X 6 Mediums

(d) D-2. No battery bombing. Counter-air force communications attacks under MAAF Bombing Plan.

(e) D-1.		<u>Morning</u>		
1. N-17*	U-448107	Undetermined	AM	6 X 6 Mediums
2. N-23*	U-496122	Open earth	AM	6 X 6 Mediums
3. N-12*	U-441188	Open earth	AM	6 X 6 Mediums
4. L-29*	Z-170854	Undetermined	AM	6 X 6 Mediums
5. P-34*	U-546259	Open earth	AM	6 X 6 Mediums
6. P-40*	U-516092	Open earth	AM	6 X 6 Mediums
7. P-63*	S-205513	Concrete	AM	6 X 6 Mediums
8. N-15*	U-448178	Casemates	AM	6 X 6 Mediums

* If any of these targets have been confirmed as destroyed by previous bombing, replace same from targets remaining undestroyed on the D-5 list in (a) above.

(f) D-1.		<u>Afternoon</u>		
1. M-20, M-26, M-27	Z-396918	7 Units in concrete	1700B- 1730B	6 X 6 Heavy
2. P-39, P-47, P-48	U-522180	In rock	ditto	6 X 6 Heavy
3. P-34	U-546259	Open earth	ditto	6 X 6 Heavy
4. P-40	U-516092	Open earth	ditto	6 X 6 Heavy
5. P-63	S-205513	Open concrete	ditto	6 X 6 Heavy
6. N-18	Z-276958	Open concrete	ditto	6 X 6 Heavy
7. N-15	U-448178	Casemates	ditto	6 X 6 Heavy
8. L-24	Z-123888	Undetermined	ditto	6 X 6 Heavy

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APPENDIX 13 TO ANNEX B
TO OPERATION PLAN
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4. GENOA area.

(a) D-5

Target No.	Grid Position	Emplacement	Time	Effort
1.	0-390202	Undetermined	AM	4 X 8 F/B
2.	0-424240	Undetermined	AM	4 X 8 F/B
3.	0-524286	Undetermined	AM	4 X 8 F/B
4.	0-567335	Undetermined	AM	4 X 8 F/B
5.	0-564390	Undetermined	AM	4 X 8 F/B
6.	0-609424	Undetermined	AM	4 X 8 F/B
7.	0-643421	Undetermined	AM	4 X 8 F/B
8.	0-771481	Undetermined	AM	4 X 8 F/B

(b) D-4.

1. *	0-390202	Undetermined	PM	6 X 6 Mediums
2. *	0-424240	Undetermined	PM	6 X 6 Mediums
3. *	0-524286	Undetermined	PM	6 X 6 Mediums
4. *	0-567335	Undetermined	PM	6 X 6 Mediums
9.	0-603415	Undetermined	PM	6 X 6 Mediums
10.	0-362199	Undetermined	PM	6 X 6 Mediums
11.	0-550315	Undetermined	PM	6 X 6 Mediums
12.	0-540302	Undetermined	PM	6 X 6 Mediums

* If any of these targets have been destroyed by previous bombing, replace same from following list of alternates in order of priority listed:

13.	T-200965	Undetermined	PM	6 X 6 Mediums
14.	0-349089	Undetermined	PM	6 X 6 Mediums
15.	0-569382	Undetermined	PM	6 X 6 Mediums
16.	0-482250	Undetermined	PM	6 X 6 Mediums

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(c) D-3.

Target No.	Grid Position	Emplacement	Time	Effort
13. *	T-200965	Undetermined	AM	4 X 8 F/B
14. *	O-349089	Undetermined	AM	4 X 8 F/B
15. *	O-569382	Undetermined	AM	4 X 8 F/B
16. *	O-482250	Undetermined	AM	4 X 8 F/B
5. *	O-564390	Undetermined	AM	4 X 8 F/B
6. *	O-609424	Undetermined	AM	4 X 8 F/B
7. *	O-643421	Undetermined	AM	4 X 8 F/B
8. *	O-771481	Undetermined	AM	4 X 8 F/B

* Any of these targets that are confirmed as destroyed will be replaced by an undestroyed targets in the above ~~GENOA~~ area lists.

(d) D-2. No battery bombing. Counter-air force and Communication attacks under MAAF Bombing Plan.

(e) D-1.

1.	O-390202	Undetermined	AM	6 X 6 Heavy
2.	O-424240	Undetermined	AM	6 X 6 Heavy
3.	O-524286	Undetermined	AM	6 X 6 Heavy
4.	O-567335	Undetermined	AM	6 X 6 Heavy
5.	O-564390	Undetermined	AM	6 X 6 Heavy
6.	O-609424	Undetermined	AM	6 X 6 Heavy
7.	O-643421	Undetermined	AM	6 X 6 Heavy
8.	O-771481	Undetermined	AM	6 X 6 Heavy

5. Bomb Loadings.

(a) Appropriate demolition bombs and fuzes will be used against each gun battery.

(b) One 500 pound incendiary bomb, with instantaneous fuze, is to be included in the load of each heavy and medium bomber aircraft in order to reduce amount of smoke on "D" day.

(c) Fighter/Bombers will employ one 500 pound incendiary bomb in each flight of four aircraft.

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B. Radar Installations.

1. The attack of enemy coastal radar stations covering the "ANVIL" area must be concurrent with attacks of coastal radar installations west of the "ANVIL" area to SETE, and east of the "ANVIL" area to LA SPEZIA. In view of the planned attacks on coast defense batteries in the SETE, MARSEILLE, "ANVIL" and GENOA areas, RCM operations have been combined with those attacks.

2. SETE area.

(a) D-5 (AM) - Fighters Escorting Heavy Bombers (15th AF)

Location	Grid Position	Description	Fighter-Sortie Effort
SETE	S-092234	Giant Wurzburg	3
SETE	S-092234	Seetakt	20
NARBONNE	W-671971	Seetakt	20
CAP LEUCATE	W-590690	Seetakt	20
CAP LEUCATE	W-588689	Wasserman	3
CAP LEUCATE	W-583677	2 Giant Wurzburges	6
MONTPELLIER	S-282427	2 Deyras	6
		2 Wurzburg	6
TOTAL			84

(b) D-3 (PM) - Fighters Escorting Heavy Bombers (15th AF)

Repeat attacks of D-5 (AM).

3. MARSEILLE area.

(a) D-5 (PM) - Fighters Escorting Medium Bombers (XII TAC)

TOULON	Z-021946	Wasserman	3
LA CIOTAT	T-638020	Seetakt	20
CAP COURONNE	T-201183	Seetakt	20
CAP COURONNE	T-201183 (about)	3 Giant Wurzburg	9
CEPET	Y-938917	Giant Wursburg) Possible Seetakt)	4
MARSEILLE	T-449079	Seetakt	20
MARSEILLE	T-449079	Giant Wursburg	3
TOTAL			79

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(b) D-4 (AM) - Fighters Escorting Heavy Bombers (15th AF)

Repeat attacks of D-5 PM.

(c) D-1 (AM) - Fighters Escorting Heavy Bombers (15th AF)

Repeat attacks of D-5 PM.

4. "ANVIL" area.

(a) D-5 (AM) - Fighters Escorting Heavy Bombers (15th AF)

Location	Grid Position	Description	Fighter-Sortie Effort
CAP D'ANTIBES	S-872517	Seetakt	20
ST RAPHAEL	U-658341	Wasserman	4
ST RAPHAEL	U-658341	2 Giant Wurzburg	6
ST RAPHAEL	Unknown at present	Seetakt	20
ST RAPHAEL	Unknown at present	Giant Wurzburg	3
CAP CAMERAT	U-525093	Seetakt	20
CAP CAMERAT	Unknown at present	2 Giant Wurzburg	6
ILES DES HYERES	Unknown at present	Giant Wurzburg	3
CAP BLANC	2-277956	Seetakt	20
CAP BLANC	Unknown at present	Giant Wurzburg	3
TOTALS			105

(b) D-3 (AM) - Fighters Escorting Medium Bombers (XII TAC)

Repeat attacks of D-5 AM.

(c) D-1 (AM) - Fighters Escorting Medium Bombers (XII TAC)

Repeat attacks of D-5 AM.

(d) D-1 (PM) - Fighters Escorting Heavy Bombers (15th AF)

Repeat attacks of D-5 AM.

5. GENOA area.

(a) D-4 (PM) - Fighters Escorting Medium Bombers (XII TAC)

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Location	Grid Position	Description	Fighter Sortie Effort
VIAREGGIO	Q-013875	Wasserman	4
VIAREGGIO	Q-008879	Fraya	3
VIAREGGIO	Q-008879	Giant Wurzburg	3
PORTO FINO	Unknown at present	Seetakt	20
VOLTRI	Unknown at present	Seetakt	20
VARAZZE	O-712454	Giant Wursburg	3
CAPE MELE	O-326019	Wasserman	4
VARAZZE	O-712454	2 Freya	6
CAPE MELE	O-326018	Freya	3
MONACO	S-079715	Seetakt	20
CAP FERRAT	S-022658	Seetakt	20
CAPE MELE	O-328021	Freya	3
TOTALS			109

(b) D-1 (AM) - Fighters Escorting Heavy Bombers (15th AF)

Repeat attacks of D-4 PM.

C. Alternate Plans.

1. Every effort is being made to avoid any delay in "D" day. Should weather or other local conditions in the assault area make a 24 hour postponement of "D" day necessary, this information should be available by 1300B on D-1.

2. The only change in this plan necessary in the event of a 24 hour postponement of "D" day is to cancel the missions scheduled for D-1 afternoon and night, and put these operations on the afternoon and night preceding the actual assault.

3. "D" day should not be postponed after the bomber attacks on the "ANVIL" area scheduled for D-1 PM have been delivered.

4. In the event "D" day is postponed after the heavy bombers scheduled to attack "ANVIL" coast defense batteries on the afternoon of D-1 are airborne, alternate targets in the GENOA area may be attacked, if desired. This is not important, but is very important that the attacks are NOT delivered in the SETE, MARSEILLE or "ANVIL" areas.

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SECTION IV - RESPONSIBILITIES

A. Commanding General, MASAF.

1. MASAF is responsible for the selection of bombs and fuzes, methods of attack, and routes to and from objectives. MASAF is responsible for providing for the security of its own formations.

2. MASAF is responsible for the provision and distribution, to its own units, of target charts and objective photographs.

B. Commanding General, MATAF.

1. MATAF is responsible for the selection of bombs and fuzes, methods of attack, and routes to and from objectives. XII TAC is responsible for providing escort for MATAF medium bombers.

2. MATAF is responsible for the provision and distribution of target charts and photographs to medium bomber groups.

3. MATAF is responsible for the early issuance of a directive covering RCM operations, including instructions for their integration with Operation "NUTMEG".

4. MATAF is responsible for the provision and distribution of target photographs for RCM operations and Operation "FERDINAND".

5. MATAF is responsible for the integration of Operation "NUTMEG" and any air operations that may be conducted in connection with Operation "FERDINAND".

C. Commanding General, XII TAC.

1. XII TAC is responsible for the operation of the Fighter/Bomber Force, and the provision of escort for MATAF medium bombers.

2. XII TAC is responsible for the night intruder effort.

3. XII TAC is responsible for meeting unforeseen contingencies with forces available to it.

4. XII TAC is responsible for the provision and distribution to its own units of detailed target charts and target photographs.

SECTION V - SUMMARY

The implementation of this plan will involve:

42 Heavy Bomber Group Missions	12 Night Intruder Sorties
28 Medium Bomber Group Missions	100 Special Fighter Sorties
20 Night Bomber Sorties	? Fighter Escort Sorties,
512 Fighter/Bomber Sorties	as required.

GORDON P. SAVILLE;
Brigadier General, USA.
Commanding.

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APPENDIX 14 to ANNEX "B" OF

NAVAL COMMANDER WESTERN TASK FORCE OPERATION PLAN NO. 4-44.

Pre-H hour, D Day, Bombing XII Tactical Air Command Operation
"YOKUM"

1. This document contains the detailed plan developed by XII Tactical Air Command for Pre H hour bombing. This plan has been coordinated with Naval Commander Western Task Force, and the Commanding General Western Task Force.
2. This plan will be closely integrated in scheduling pre-arranged gun-fire naval plans.
3. Attention is directed to Section III, Paragraph D.1.c. wherein the route to be used by B-26's on D day is described. This route has received the concurrence of the Naval Commander Western Task Force. This route is a five mile lane from OSTIANO, SARDINIA to the channel between PORQUEROLLES and PORT CROS Islands. The B-26's will return to base by the regular aircraft route. This lane may be used after D day by special coordination in advance with the Naval Commander, if targets are at maximum range and the regular route cannot be followed.

H. K. HEWITT
Vice Admiral, U. S. NAVY
Naval Commander Western Task Force

DISTRIBUTION:
Same as OpPlan No. 4-44

AUTHENTICATED

J. M. Boit
J. M. BOIT,
Commander, USNR.,
Flag Secretary.

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DETAILED PLAN - OPERATION "YOKUM"

Contents

Section	I - <u>General</u>
	II - <u>Plan of Attack</u>
	III - <u>Responsibility</u>
	IV - <u>Summary</u>

SECTION I - GENERAL

A. Designation. The Air operation in direct support of the "ANVIL" assault on "D" day prior to H hour has been designated "Operation YOKUM".

B. Authority. This plan for operation "YOKUM" is proposed as directed by M.A.T.A.F. in letter "Operation ANVIL Bombing Plan" reference TAF/65/17/AIR, dated 14 July 1944.

C. Purpose. Operation "YOKUM" is designed to:

1. Cause maximum destruction to enemy coastal and beach defenses within the assault area with all forces available.
2. The following target priority will be followed:
 - (a) Counter battery attacks, coordinated with Naval gunfire, on any enemy artillery that can be brought to bear on shipping of any type in the assault area.
 - (b) Enemy guns and other military installations which bear directly on the ability of our ground forces to advance over the beaches.
 - (c) Enemy light artillery and other military installations that are capable of delaying the planned "D" day advance in general.
 - (d) Destruction of any enemy airdromes operational in or within close fighter operating range of the assault area.

D. Timing.

1. The pre-assault bombing must occur after first light of D day and prior to H hour. It cannot, except for any part connected with Operation "NUTMEG", be initiated prior to D day.
2. Operation "YOKUM" cannot therefore be initiated prior to first light of D day.
3. Operation "YOKUM" continues until H hour on D day.
4. All bombing will cease at 0730B on "D" day.

E. Relation to Operation "NUTMEG". Operation "YOKUM" is of a higher priority than any other air operation as of 0350B on D day.

F. Relation to Other Air Operations.

1. The full effect of Operation "YOKUM" can be realized only if the pre-D day bombing tasks assigned MASAF, MATAF, and XII Tactical Air Command are fully accomplished, including those of Operation "NUTMEG". Any pre D day

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bombing tasks not fully accomplished by first light D day will be placed in a priority below Operation "YOKUM".

2. Every effort will be made to have the maximum possible force available for Operation "YOKUM" even to extent of decreasing effort on pre D day operations for the accomplishment of this task.

3. Succeeding operations after H hour will continue the aforementioned target priorities in paragraph 0.2., above, and in addition will continue the overall isolation of the battlefield started prior to D day.

SECTION II - PLAN OF ATTACK

A. Attack Order.

1. Phase I. Any guns firing from 0550 to 0610.

<u>AO No.</u>	<u>TARGET</u>	<u>T.O.T.</u> (<u>All Times B Time</u>)	<u>ESTIMATED</u> <u>FORCE</u>
1	Any guns firing in area S-2353 to S-2550 to S-3159 to S-5060 (S-256523)	From 0550 to 0610	4 F/B Sorties
2	Any guns firing in area S-2353 to S-2450 to U-5831 to U-5636 (S-214512)	From 0550 to 0610	4 F/B Sorties
3	Any guns firing in area U-5831 to U-5636 to U-5320 to U-4823 (U-31252)	From 0550 to 0610	4 F/B Sorties
4	Any guns firing in area U-4823 to U-4117 to U-4414 to U-5418 (U-516176)	From 0550 to 0610	4 F/B Sorties
5	Any guns firing in area U-5418 to U-5015 to U-5008 to U-5403 (U-516103)	From 0550 to 0610	4 F/B Sorties
6	Any guns firing in area U-4810 to U-5205 to U-3708 to U-3502 (U-412052)	From 0550 to 0610	4 F/B Sorties
7	Any guns firing in area U-2905 to Z-3296 to Z-2095 to U-2002 (Z-275958)	From 0550 to 0610	4 F/B Sorties

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AO No.
8

TARGET
Any guns firing in area Z-1984
to Z-1084 to Z-1099 to U-2001
(Z-121888)

P.O.F.
(All times B time)
From 0550 to 0610

ESTELA TED FORCE
4 F/B Sorties

1. PHASE II. Coastal Defense Guns, Primary Targets.

AO.	TARGET	LOCATION	DESCRIPTION	MISSIONS	NO. & TYPE A/C	TIME ON TARGET	POW LOADS
9	M-18	Z-276958	4-1200D	3	4 F/B	0615 0640 0655	Incendiary
				3	6 M/B	0650 0710 0725	Incendiary/Demolition
10	L-21-25	Z-121888	(2-1030D) (2-1450D)	2	4 F/B	0620 0635	Incendiary
				3	6 M/B	0635 0715 0725	Incendiary/Demolition
11	F-34	U-546259	3-2300D	3	4 F/B	0610 0625 0645	Incendiary
				3	6 M/B	0650 0710 0725	Incendiary/Demolition
12	N-42	U-497171	4 Hows CD	1	4 F/B	0630	Incendiary
				3	6 M/B	0650 0700 0720	Incendiary/Demolition
13	P-63	S-205513	5-1500D	3	4 F/B	0610 0630 0650	* 2 x 1000
				2	6 H/B	between 0700 and 0730	Frag/Demolition
14	Q-25	S-236526	6 DP	2	4 F/B	0615 0640	Incendiary
				3	6 M/B	0700 0710 0725	Incendiary/Demolition
15	Q-06	S-274542	4 DP	1	4 F/B	0620	Incendiary
				3	6 M/B	0655 0705 0720	Incendiary/Demolition
16	N-23	U-496122	4-105 DP	2	4 F/B (CTF-88)	0620 0640	* 2 x 1000
				2	6 H/B	between 0700 and 0730	Frag/Demolition

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AO.	TARGET	LOCATION	DESCRIPTION	MISSIONS	EACH MISSION'S NO. & TYPE A/C	TIMES ON TARGET	BOMB LOADS
17	I-30	Z-185869	4-164CD	5	4 F/B(CTF-88)	0610 0625 0640 0700 0715	Incendiary
18	P-39	U-522180		6	4 F/B	0610 0620 0640 0655 0710 0725	Incendiary
19	P-47	U-523179	5-220CD	5	4 F/B	0615 0620 0625 0655 0725	Incendiary
20	P-48	U-525177		5	4 F/B	0610 0615 0625 0640 0710	Incendiary
21	N-12	U-441188	4-150	5	4 F/B(CTF-88)	0620 0635 0650 0705 0720	* 2 x 1000
22	N-13	U-442186	2-1t CD	3	4 F/B	0640 0655 0725	* 2 x 1000
23	P-28	U-599365	4-105 CD	4	4 F/B	0615 0630 0645 0700	* 2 x 1000
24	Q-37	S-263538	2-1t CD	3	4 F/B	0620 0650 0710	* 2 x 1000
25	Q-38	S-223510	2-1t CD	3	4 F/B	0615 0635 0700	* 2 x 1000
26	Q-39	S-225515	2-1t CD	3	4 F/B	0610 0625 0655	* 2 x 1000
27	Q-04	S-238527	4-1t CD (u)	2	4 F/B	0625 0645	* 2 x 1000
28	Q-40	S-248527	2-CD	2	4 F/B	0630 0650	Incendiary
29	Q-03	S-214518	4-CD (u)	3	4 F/B	0620 0700 0720	* 2 x 1000
30	P-40	U-516092	4-150 CD	6	4 F/B	0610 0625 0640 0655 0710 0725	* 2 x 1000
31	N-15	U-448178	2-MCD	6	4 F/B	0615 0630 0645 0700 0715 0730	Incendiary
32	P-29	U-601337	4-1t CD	3	4 F/B	0650 0710 0725	* 2 x 1000
33	P-30	U-604337	2-1t CD (u)	3	4 F/B	0630 0700 0720	* 2 x 1000
34	Q-07	S-334692	4-149 (u)	3	4 F/B	0655 0715 0730	* 2 x 1000
35	P-41	U-521165	4-CD How.	3	4 F/B	0650 0705 0720	* 2 x 1000
36	N-17	U-443107	4-CD How.	5	4 F/B	0630 0645 0700 0715 0730	* 2 x 1000
37	N-19	U-500156	2-1t CD (u)	3	4 F/B	0650 0705 0720	* 2 x 1000
38	I-43-44	Z-135998	4-150 CD	2	6 M/B	0710 0730	Incendiary/Demolition

* 2 x 1000 pound bombs where condition of runway, experience of pilots
and daylight take-offs permit. Missions taking off before 0600 will carry
2 x 500 pound bombs.

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3. PHASE III. Beach Defenses, Primary Targets

AO No.	TARGET	T.O.T.	ESTIMATED FORCE
39	Beach 259 U-415066	between 0700 and 0730	180 B-26
40	Beach 261 U-513125	between 0700 and 0730	150 H/B
41	Beach 263A U-510225	between 0700 and 0730	60 to 72 H/B
42	Beach 263B U-512240	between 0700 and 0730	60 to 72 H/B
43	Beach 263C U-520250	between 0700 and 0730	60 to 72 H/B
44	Beach 264B S-210515	between 0700 and 0730	60 to 72 H/B
45	Beach 265A S-256528	between 0700 and 0730	124 B-25

- (a) On all beaches bombing runs will be made parallel to the shore, or at an angle no greater than 45° to the beach.

4. PHASE IV. Gun Positions

AO No.	TARGET	LOCATION	DESCRIPTION	MISS- IONS	EACH MISSION'S NO. & TYPE A/C	T.O.T	BOMB LOAD
46	L-27	Z-152855	2 CD	1	4 F/B	0635	Incendiary
47	L-29	Z-170854	4-155	1	4 F/B	0645	Incendiary
48	P-19	U-529334	2 Lt.F/D	1	4 F/B	0654	Incendiary
49	M-36	U-256032	4-CD	1	4 F/B	*0705	2 x 1000
50	P-17	U-514340	4 F/D	1	4 F/B	*0705	2 x 1000
51	N-10	U-439122	4-Lt.CD	1	4 F/B	*0715	2 x 1000
52	P-37	U-533256	4-CD	1	4 F/B	*0730	2 x 1000
53	N-27	U-402163	2-Lt. CD	1	4 F/B	0730	Incendiary

* 2 x 1000 pound bombs where condition of runway, experience of pilots, and daylight take-offs permit, Missions taking off before 0600 will carry 2 x 500 lb. bombs.

5. PHASE V. Coastal Defense Guns. Alternate Targets

a. Specific Assignment.

(1) The following missions will be assigned a special alternate Target (M-28, consisting of 2 or 4 heavy Coastal Defense guns at U-341026). This target may be seized by Commandos, and will therefore not be attacked unless specifically directed by Headquarters Ship. Headquarters Ship will call the designated missions, when airborne, by their AO number.

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AO NO.	PRIMARY TARGET T.O.T.	FORCE	ALTERNATE TARGET
AO 30	0610	4 F/B	
AO 16	0620	4 F/B	U-341026
AO 36	0630	4 F/B	
AO 31	0645	4 F/B	

(2) The following missions will be assigned alternate targets as indicated:

AO No.	TIME	FORCE	TARGET	DESCRIPTION	LOCATION
13	0610	4 F/B	P-53	4-75 CD	U-515141
17	0625	4 F/B	N-35	4-CD	U-441076
22	0640	4 F/B	N-29	4-CD	U-391041
33	0700	4 F/B	Q-33	4-155 CD	S-340702
32	0710	4 F/B	N-24	CD (u)	U-405066
29	0720	4 F/B	L-26	3-75 CD	Z-124887

b. General Assignment.

All other F/B and Medium Bomber missions will be assigned one of the following strong points for an alternate target:

- | | | |
|-------------|--------------|--------------|
| 1. U-516103 | 6. U-585345 | 11. S-276548 |
| 2. U-510220 | 7. S-214512 | 12. U-412052 |
| 3. U-510233 | 8. S-256528 | 13. U-518176 |
| 4. U-516245 | 9. S-257532 | 14. U-439156 |
| 5. U-531252 | 10. S-259535 | 15. U-559307 |
| | | 16. U-559321 |

B. Instructions.

1. AO's 1-8 inclusive will arrive at designated area at 0550 and will bomb any gun flashes seen in their immediate vicinity between 0550 and 0610. If no flashes seen by 0610, they will bomb designated strong points as alternate. 16 of these a/c will remain on low cover patrol of 8 in Apple area, 8 in Cherry area. At 0615 they will come under control of the fighter Director Ship.

2. AO's 9-38 inclusive will leave 16 a/c on patrol to relieve above 16, 8 on each patrol area as listed above. At 0650 they will come under control of Fighter Director Ship.

3. AO's 9-38 inclusive will leave a further 16 a/c on patrol to relieve the above 16 of para. 2, 8 on each patrol area as listed above. At 0730 they will come under control of Fighter Director Ship.

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4. a. 8 Navy F/B will be on call at 0730, and 8 R/P on call at 0800.
b. 16 XII Tactical Air Command F/B will be on call at 0800.

C. FIGHTER COVER. In addition to fighter-bomber effort and escort of Medium bombers, XII T.A.C. fighters will maintain standing patrol over the beaches beginning at 0550 on D-day. A patrol of 6 additional Spitfires will be furnished between 0600 and 0800 hours on D day as additional low cover over the assault area, See XII T.A.C. Operations Order No. 1.

D. Tac/R and Naval Spotting. Tac/R and Naval Spotting a/c will be in the assault area from 0635 on D-day on. See XII TAC Operations Order No. 1.

E. Troop Carrier Cover.

1. 36 Spitfires of XII Tactical Air Command will furnish area cover between the Northern tip of Corsica and the Italian mainland between 0550 and 0645 on D day to protect the end of the Troop Carrier formation, returning to Italian bases.

2. 4 Beaufighters sorties supplied by MACAF will furnish continuous area cover for airborne Operations between the Italian mainland and the dropping point in "NVIL" between the hours of 0300 and 0600 on D-day.

F. All missions will avoid the areas Cape Bogri, Ile Levant, Port Cros and the paratroop drop areas, where commando and paratroop operations are taking place on the night D-1/D. Special bomblines will be issued in advance for these areas. All units will insure that all crews are thoroughly briefed on these points so that faulty navigation does not result in mistaking them for target locations that may appear similar.

SECTION III - RESPONSIBILITIES

A. Commanding General, 15th Air Force.

1. 15th Air Force is responsible for the preparation of a detailed plan for the operations of the Heavy Bombers in the operation "YOKUM". This plan should include methods of attack, altitudes and routes to and from objectives of all Heavy Bombers Units. (See Annex 16 to Operations Order No. 1, Hq., XII T.A.C.).

2. 15th Air Force is responsible for the provision and distribution to its own units of target charts and objectives photographs of AO 40 to 44 inclusive, and AO's 13 and 16.

3. 15th Air Force is responsible for making available to XII TAC Ops. not later than 10 August 1944, a detailed plan and schedule, outlining the proposed

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hours of attack of each AO assigned to 15th Air Force, together with all pertinent information as to assembly points, routes and altitudes to be employed.

4. 15th Air Force is responsible for the security of its formations.

5. 15th Air Force is responsible for the provision of adequate fighter escort for the second Troop Carrier Operations, now scheduled between 0630 and 1000 hours "D" day.

B. Commanding General - MATAF.

1. MATAF is responsible for the preparation of a detailed plan for the operations of the Medium Bombers in Operation "YOKUM". This plan should include methods of attack, altitudes and routes to and from objectives of all Medium bomber units. (See Annex 16 to Operation Order No. 1, Hq., XII TAC).

2. MATAF is responsible for the provision and distribution to Medium Bomber units of target charts and objective photographs of AO 9, AO 10, AO 11, AO 12, AO 14, AO 15, AO 38, AO 39, AO 45.

3. MATAF is responsible for making available to XII TAC Operations, not later than 10 August 1944, a detailed plan and schedule outlining the proposed hours of attack of each AO assigned to 42nd and 57th Bombardment Wings together with all pertinent information as to assembly points, routes and altitudes to be employed.

C. Commanding General, XII Tactical Air Command.

1. XII TAC is responsible for the operation of the Fighter-Bomber Forces during operation "YOKUM".

2. XII TAC is responsible for provision of:

- a. Fighter area cover.
- b. Escort for Medium bomber missions.
- c. Area cover for initial troop carrier operation.

3. XII TAC is responsible for detailed coordination in timing of all bomber missions of 15th Air Force, MATAF, and XII TAC.

4. XII TAC is responsible for meeting unforeseen contingencies with the forces available to it.

5. XII TAC is responsible for provision and distribution to its own units of target charts and objective photographs of all AO's except those listed in Section III, A 2 and B 2 above.

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D. Details relating to above division of responsibilities.

1. The following points were mutually agreed upon by representatives of MATAF, 15th Air Force, 42nd Bombardment Wing, 57th Bombardment Wing, and XII Tactical Air Command.
 - a. Assignment of beach objectives as listed in Section II above.
 - b. 15th Air Force units will rendezvous over or near CORSICA at altitudes above 12,000 feet, approaching the assault area in a lane Northeast of the Naval Convoy Lane.
 - c. 42nd Bombardment Wing will rendezvous over the Western side of Sardinia or CORSICA at altitude below 10,000 feet, approaching the assault area in a lane Southwest of the Naval Convoy Lane, direct from CRISTANO, SARDINIA to a point midway between the islands of PORQUEROLLES and PORT CROS; from there to their targets. Return will be by the normal aircraft route. (See Appendix "B", Annex 16 Ops Order No. 1, Hq., XII TAC).
 - d. 57th Bombardment Wing will rendezvous over bases in Southeastern CORSICA, at altitudes below 10,000 feet, approaching the assault area in a lane Northeast of the Naval Convoy Lane.
 - e. XII TAC fighters and fighter bombers will rendezvous in the area BORGO, CAPE CORSE, CALVI at altitude below 10,000 feet, approaching the assault area in lane on either side of the Naval Convoy Lane.
 - f. No target will be bombed by Heavy or Medium Bombers after 0730 hours "D" Day.
2. Area of Bombing.
 - a. Defenses within beaches are considered nearly uniform on a per yard basis.
 - b. Beaches will be bombed to a depth of 400 yards by Heavy and Medium bombers. Beach 265A, being only 80 yards long will be bombed approximately 450 yards on each side, where defenses similar to beach defenses exist.
3. Bomb Loadings
 - a. Beach Defenses.
 - (1) Fragmentation or demolition bombs of weights not exceeding 260 pounds will normally be used.
 - (2) If necessary, because of insufficient supply of bombs of above categories, 500 pounds bombs may be used to complete loads of the full force.
 - (3) Instantaneous fuses will be employed whenever possible. In no

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case will fuses other than instantaneous be used on demolition bombs larger than 100 pounds.

- (4) No phosphorous or incendiary bombs will be employed against beach defenses.

b. Gun Positions

- (1) Incendiary bombs (not white phosphorous) may and should be employed against certain gun positions as indicated in SECTION II, PHASE II above.
- (2) Against gun positions not specifically cleared for incendiaries, only large demolition bombs with short delay fuses will be used.

4. 15th Air Force, 42nd Bombardment Wing, and 57th Bombardment Wing will forward to XII TAC prior to 10 August, a list of call signs for each separate formation of aircraft participating. Each formation when 15 minutes from their target will call the Fighter Director Ship (Call sign BABY), on "C" channel VHF, using their formation call sign. This will be acknowledged by the Fighter Director Ship. If not acknowledged it will be repeated one time at an interval of two minutes after initial call.

Sample call and answer: ("Hello BABY, this is JOHNNY entering your area, over" - Answer: "Hello JOHNNY, this is BABY, out").

SECTION IV - SUMMARY

A. The implementation of this plan will involve approximately:

12 Heavy Bomb Groups	15th Air Force
7 Medium Bomb Groups	MATAF
408 Fighter/Bomber Sorties	XII TAC
120 Fighter Sorties	XII TAC (Plus Standing Patrols)
8 Night Fighter Sorties	(Plus Standing Patrols)
48 Fighter/Bomber Sorties	C.T.F. 88 (Plus 16 Standby Sorties).

B. Considerable flexibility to meet changes in enemy disposition or the tactical situation is retained through the method of scheduling Fighter/Bomber effort.

GORDON F. SAVILLE,
Brigadier General, U.S.A.,
Commanding.

AUTHENTICATED:

G. H. BOIT
Commander, USNR.,
Flag Secretary.

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APPENDIX 15 TO ANNEX "B"
OF NAVAL COMMANDER WESTERN TASK FORCE OPERATION PLAN NO. 4-44.

POST-H HOUR BOMBING - XII TACTICAL AIR COMMAND
OPERATION "DUCROT"

1. This document contains the detailed plan developed by XII Tactical Air Command for Post-H hour bombing. This plan has been coordinated with the Naval Commander Western Task Force, and Commanding General, Western Task Force.
2. It is to be noted that the bombing of beach 264A is covered herein.

H. K. HEWITT
Vice Admiral, U. S. Navy
Naval Commander Western Task Force

Distribution:
Same as Op-Plan 4-44.

AUTHENTICATED;

J. M. Boit
J. M. BOIT,
Commander, USNR,
Flag Secretary.

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HEADQUARTERS
XII TACTICAL AIR COMMAND
APO 374

3 August 1944

DETAILED PLAN OPERATION "DUCROT"

- I GENERAL
- II OBJECTIVES
- III PLAN OF ATTACK
- IV RESPONSIBILITIES
- V SUMMARY

SECTION I - GENERAL

- A. Designation. The Air Operation in direct support of the "ANVIL" assault beginning "H" hour on "D" day has been designated "Operation "DUCROT".
- B. Authority. This plan for operation "DUCROT" is proposed as directed by MATAF in letter "Operation ANVIL Bombing Plan" reference TAF/65/17/AIR, dated 14 July 1944.
- C. Purpose.
1. To cause maximum destruction to enemy coastal and beach defenses within the assault area.
 2. To isolate the battlefield area by the destruction of rail and road bridges across the RHONE - ISERE - DURANCE RIVERS, and by blocking of defiles and rail lines running through the ALPS from the ISERE southward.
 3. To attack any troop movements within the XII TAC area (See Ops Order No. 1, Section II para 1b.)
 4. Neutralization of any enemy airdromes operational in or within close fighter range of the assault area.
- D. Target Priority.
1. Up to H + 6½ hours the maximum fighter bomber effort will be directed against:
 - (a) Counter battery attacks, coordinated with Naval gunfire, on any enemy artillery that can be brought to bear on shipping of any type in the assault area.
 - (b) Enemy guns and other military installations which bear directly on the ability of our ground forces to advance over the beaches.
 - (c) Enemy light artillery and other military installations that are capable of delaying the planned "D" day advance in general.

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2. After H + 6½ hours, guns still threatening shipping or the ground forces will be attacked, but the bulk of fighter-bomber effort will be diverted to armed reces beyond the Armed Recce line to attack any troop or vehicle concentrations moving into the assault area. Alternate targets will be the DURANCE RIVER bridges.

3. The balance of Heavy Bombers not employed on the beaches, plus a turn-around on all Medium Bomber Groups will be employed on the bridges cited in paragraph c2, SECTION I above.

E. Timing.

1. A certain part of the force not being employed prior to "H" hour in Operation "YOKUM" will be available at "H" hour for Operation "DUCROT". The balance becomes available on turn-around from the pre "H" hour bombardment.

2. Operation "DUCROT" continues from "H" hour "D" Day until the fall of TOULON. A general directive (See Section II this plan) will be used by XII TAC Ops for detailed planning in the event of a communications breakdown prohibiting the passing of detailed directives from XII TAC Advanced.

F. Relation to Other Air Operations.

1. During the early phases of Operation "DUCROT" every effort must be made to continue the bombing of gun positions and military installations bombed in Operation "YOKUM" in order to render further assistance to naval and ground forces in the critical period immediately after the assault on the beaches.

2. Operation "DUCROT" is of higher priority than any other air operation as of "H" Hour "D" Day.

3. The full effect of Operation "DUCROT" can be realized only if the pre "D" Day bombing tasks assigned MASAF, MATAF, and XII TAC are fully accomplished.

4. After H + 6½ hours the greater part of the Air Forces still available will be turned to the continued isolation of the battlefield commenced prior to "D" Day, and to the attacking of any reinforcements within range that are moving toward the assault area. Any pre "D" Day tasks for the isolation of the battlefield that have not been completed by the Night of D-1 must be resumed on D+1.

SECTION II - OBJECTIVES

A. The following objectives have been determined the most suitable for the execution of this plan:

1. Military Installations and Gun Positions.

(a) Initially. Seacoast guns and military installations affecting approach to, landing on, or passing beyond the beaches.

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(b) Subsequently.

- (1) Attack of any enemy movement within the XII T.A.C. area. (See Section II, 1 b, Ops Order 1, HQ, XII T.A.C.)
- (2) Close support to the advance of ground forces, on their move Westward to TOULON.
- (3) Support of Naval operations westward from the assault area to TOULON.

2. Road and Rail Bridges.

- (a) Road and rail bridges on the RHONE, ISERE and DURANCE RIVERS, which, if destroyed, can isolate the battlefield.
- (b) In conjunction with bridges across the RHONE, ISERE and DURANCE RIVERS, continued attacks on road and rail bridges and defiles in the ALPS from their junction with the ISERE, south to the coast.

3. Armed Reconnaissances. Armed reconnaissances by fighter bombers outside the Armed Reconnaissance Line to points of maximum range in order to attack any concentrations of troops or supplies observed or reported by Tac/R to be moving into the assault area.

4. Rail Cuts. Railcuts by rocket-firing planes and fighter bombers to further disrupt the enemy's rail communications.

5. Counter-Air Force Operations. Counter-air force measures against any airdromes or aircraft capable of reaching the assault area.

B. The objectives listed above in Section II a, this plan, will constitute a general directive to all XII T.A.C. Units beginning on D + 1 Day, and will be used, in conjunction with paragraphs C and D, Section III, this plan, for detailed planning by XII T.A.C. OPS in the event of a communications failure between XII T.A.C. ADV and XII T.A.C. OPS.

SECTION III - PLAN OF ATTACK.

A. From "H" Hour balance of "D" Day.

1. Heavy Bombers - 9 Groups.

AERIAL OBJECTIVE NUMBER	TARGET NUMBER	LOCATION	DESCRIPTIONS	NO. OF MISSIONS	ESTIMATED NUMBER & TYPE A/C TOT	BOMB LOAD
AO-501	(264 A	From U-566332	Beach 264 A	1	30 H/B 1230-	Frag & 1245)
	(To) Demo-
AO-502	(264 A	U-585345	Beach 264 A	1	30 H/B 1245-	lition 1300)
						Not to
AO-503	264 A	From Road from Beach) Exceed
		U-570340	264 A to FRETUS	1	30 H/B 1220-	
		To U-561351				1300) 260 lbs.

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AERIAL OBJECTIVE NUMBER	TARGET NUMBER	LOCATION	DESCRIPTION	NO. OF MISSIONS	ESTIMATED NUMBER TYPE A/C TOT.	BOMB LOAD
AO-504	A	N-850204	POINT ST ESPRIT road bridge	1	30 H/B 1300	Demolition
AO-505	B	N-880419	DONZERE PONT DU ST FUSCHINE road bridge	1	30 H/B 1330	"
AO-506	C	N-878450	VIVIERS Road bridge	1	30 H/B 1415	"
AO-507	D	N-871528	LATHEL road bridge	1	30 H/B 1445	"
AO-508	E	O-010957	VALENCE Road bridge	1	30 H/B 1530	"
AO-509	F	N-843325	BOURG ST ANDETEL Road Bridge	1	30 H/B 1600	"
2.	Medium Bombers - 7 Groups					
AO-510	G	O-875175	* SISTERON (RR bridge(RD bridge)	1	36 M/B 1600	Demolition
AO-511	H	S-844559	ARLES Road bridge	1	36 M/B 1615	"
AO-512	J	S-892797	ARAMON Road bridge	1	36 M/B 1615	"
AO-513	G	O-890175	** SISTERON (Bridge in AO 510) (RD bridge AO 510)	1	36 M/B 1615	"
AO-514	K	S-949997	ROQUEMAURE Road Bridge	1	36 M/B 1615	"
AO-515	L	S-862699	TORASCON Road Bridge	1	36 M/B 1630	"
AO-516	M	S-978864	AVIGNON Road Bridge	1	36 M/B 1630	"

* $\frac{1}{2}$ effort on RR Bridge, and $\frac{1}{2}$ effort on Road Bridge, both over the BUECH RIVER.

** $\frac{2}{3}$ effort on road bridge over DUFANCE RIVER, and $\frac{1}{3}$ effort on either bridge in AO-510 not out.

3. Gun positions and Rail cuts for Carrier Task Force.

AO-517	N-23	U-496122	4 C.D.	1	4 F/B 0800	2 X 500
AO-518	N-32	U-484104	4 C.D.	1	4 F/B 0800	2 X 500
AO-519	20	U-441118	2 C.D.	1	4 R/P (F/B)	0830 2 X 500

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AERIAL OBJECTIVE NUMBER	TARGET NUMBER	LOCATION	DESCRIPTION	NO. OF MISSIONS	ESTIMATED NUMBER & TYPE A/C TOT	BOMB LOAD
AO-520	P-39	U-523179	2 C.D.	1	4 R/P (F/B) 0830	2 X 500
AO-521	P-47	U-522180	1 C.D.	1	4 F/B 0900	2 X 500
AO-522	N-17	U-448107	4 C.D.	1	4 F/B 0900	2 X 500
AO-523	P-48	U-525177	1 C.D.	1	4 R/P (F/B) 0930	2 X 500
AO-524	N-42	U-497171	4 C.D. How.	1	4 R/P (F/B) 0930	2 X 500
AO-525	P-30	U-604336	2 C.D. Lt.	1	4 F/B 1000	2 X 500
AO-526	P-28	U-599365	4 C.D.	1	4 F/B 1000	2 X 500
AO-527	SISTERON (O-8918) Railcuts to PERTIUS (T-5957)			2	8 R/P 1200, 1330	
AO-528	PERTIUS (T-5957) Railcuts to AIX (T-5141)			1	8 R/P 1430	
AO-529	AIX (T-5141) to Railcuts (T-8036)			2	8 R/P 1600, 1800	
AO-530	AVIGNON (S-9787) Railcuts to MIRAMAS (T-1546)			1	8 F/B 1830	2 X 500
AO-531	ARLES (S8557) to Railcuts MIRAMAS (T-1546)			1	8 R/P 1900	
AO-532	MEYRARQUES (T-5854) Railcuts to DRAQUIGNAN (U-3147)			2	8 F/B 1930 8 R/P 2000	2 X 500

4. Gun positions to be attacked by P-38's and P-47's who then go on patrol over the beaches as designated by patrol schedule.

AERIAL OBJECT- TGT. IVE NO. NO.	No. of NO.&1 MISS- TYPE IONS A/C	PATROL AO T.O.T. NUMBERS	BOMB LOAD
AO-533 N-08 U-502220	4 D.P. 1 6 P-38	0755 303	2 X 1000
AO-534 P-37 U-533256	4 C.D. 1 6 P-38	0755 303	2 X 1000
AO-535 Q-38 S-222509	2 C.D. Lt. 1 4 P-47	0805 104	2 X 1000
AO-536 Q-25 S-236526	6 C.D. 1 4 P-47	0805 104	2 X 1000

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B I O G R A P H I C

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AERIAL OBJECTIVE	REGT.	LOCATION	DESCRIPTION	No. of MISS- IONS	NO. & TYPE A/C	T.O.T.	PATROL AC NUMBERS	BOMB LOAD
AO-537	P-34	U-546259	3 C.D.	1	4 P-47	0805	204	2 X 1000
AO-538	P-20	U-545303	4 C.D.	1	4 P-47	0805	204	2 X 1000
AO-539	N-10	U-439121	(?) C.D.	1	4 P-47	0850	105	Incendiary
AO-540	N-27	U-402163	2 Field	1	4 P-47	0850	105	Incendiary
AO-541	N-20	U-465190	2 C.D.	1	4 P-47	0850	205	Incendiary
AO-542	N-15	U-448178	2 C.D. Med.	1	4 P-47	0850	205	Incendiary
AO-543	P-56	U-514336	4 C.D. Med.	2	6 P-38	0910 1210	304 306	Incendiary
AO-544	21	U-507376	4 C.D. Lt.	2	6 P-38	0910 1210	304 306	Incendiary
AO-545	22	U-575394	4 C.D. Lt.	1	4 P-47	0935	106	2 X 1000
AO-546	P-15	U-554370	4 C.D.	1	4 P-47	0935	106	2 X 1000
AO-547	M-29	U-287014	4 C.D. Lt.	2	4 P-47 6 P-38	0935 1510	206 308	Incendiary 2 X 1000
AO-548	M-18	Z-276958	4 C.D.	2	4 P-47 6 P-38	0935 1510	206 308	Incendiary 2 X 1000
AO-549	23	U-529372	4 C.D. Med.	1	4 P-47	1020	107	Incendiary
AO-550	P-19	U-529334	2 Fld.	1	4 P-47	1020	107	Incendiary
AO-551	M-38	U-362095	3 C.D.	1	4 P-47	1020	207	2 X 1000
AO-552	3	U-439156	Strong Pt.	1	4 P-47	1020	207	2 X 1000
AO-553	P-07	U-520374	4 C.D. Lt.	2	6 P-38	1040 1340	305 307	Incendiary
AO-554	P-02	U-515328	4 Fld.	2	6 P-38	1040 1340	305 307	Incendiary
AO-555	24	U-509381	4 C.D. Lt.	1	4 P-47	1105	108	2 X 1000
AO-556	25	U-520366	4 C.D. Lt.	1	4 P-47	1105	108	2 X 1000
AO-557	P-10	U-532372	4 C.D. Lt.	1	4 P-47	1105	208	Incendiary
AO-558	P-02	U-515328	4 Fld.	1	4 P-47	1105	208	Incendiary
AO-559	P	Z-120988	Rd Bridge	1	6 P-38	1640	309	2 X 1000

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AERIAL OBJECT- IVE NO.	TGT. NO.	LOCATION	DESCRIPTION	No. of Miss- IONS	NO. & TYPE A/C	T.O.T.	PATROL AO NUMBERS	BOMB LOAD
AO-560	N	Z-115995	Rd Bridge	1	6 P-38	1640	309	2 X 1000
AO-561	R	S-308631	Rd Bridge	1	6 P-38	1810	310	2 X 1000
AO-562	S	S-306633	Rd Bridge	1	6 P-38	1810	310	2 X 1000
AO-563	T	S-305651	Rd Bridge	1	6 P-38	1940	311	2 X 1000
AO-564	R	S-308631	Rd Bridge	1	6 P-38	1940	311	2 X 1000

5. F/B - Primary targets to be bombed, followed by armed reconnaissances outside the "Armed Reconnaissance Line" in the area TOULON (Y-930970) to BRIGNOLIS (U-015295), north to the VERDON RIVER (U-015670) east along the VERDON RIVER to ROUGON (U-270750) to GRASSE (S-300770) to CAMBES (S-370660), strafing any enemy concentrations of troops or vehicles observed.

AO-565	Q-39	S-225515	2 C.D. Lt.	1	4 P-47	0815		2 X 1000
AO-566	Q-06	S-275542	5 D.P.	1	4 P-47	0815		2 x 1000
AO-567	1	U-524095	Strong Point	1	4 P-47	0825		2 X 1000
AO-568	20	U-441118		1	4 P-47	0825		2 X 1000
AO-569	N-17	U-448107	4 C.D.	1	4 P-47	0845		Incendiary
AO-570	N-15	U-448178		1	4 P-47	0845		Incendiary
AO-571	N-12	U-441188	4 C.D.	1	4 P-47	0955		Incendiary
AO-572	N-27	U-402163		1	4 P-47	0955		Incendiary
AO-573	22	U-575394	AC.D.GunsLt.	1	4 P-47	1130		2 X 1000
AO-574	P-15	U-554370	4 C.D.	1	4 P-47	1130		2 X 1000
AO-575	6	U-541319	Strong Pt.	1	4 P-47	1310		2 X 1000
AO-576	10	U-585345	Strong Pt.	1	4 P-47	1310		2 X 1000
AO-577	4	U-559307	Strong Pt.	1	4 P-47	1320		2 X 1000
AO-578	5	U-559321	Strong Pt.	1	4 P-47	1320		2 X 1000
AO-579	10	U-585345	Strong Pt.	1	4 P-47	1330		2 X 1000
AO-580	7	U-554335	Strong Pt.	1	4 P-47	1330		2 X 1000
AO-581	9	U-551342	Strong Pt.	1	4 P-47	1400		2 X 1000

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AERIAL OBJECT- IVE NO.	TGT NO.	LOCATION	DESCRIPTION	NO. of MISS- IONS	NO.& TYPE A/C	PATROL AO T.O.T. NUMBER	BOMB LOAD
AO-582	8	U-561351	Strong Pt.	1	4 P-47	1400	2 X 1000
AO-583	U	U-615574	Rd. Bridge	1	8 P-47	1400	2 X 1000
AO-584	T	S-305651	Rd. Bridge	1	8 P-47	1500	2 X 1000
AO-585	Q	Z-134977	Rd. Bridge	1	8 P-47	1600	2 X 1000
AO-586	R	S-308631	Rd. Bridge	2	4 P-47	1700 1900	2 X 1000
AO-587	S	S-306633	Rd. Bridge	2	4 P-47	1700 1900	2 X 1000
AO-588	N	Z-115995	Rd. Bridge	2	4 P-47	1800 2000	2 X 1000
AO-589	P	Z-120988	Rd. Bridge	2	4 P-47	1800 2000	2 X 1000

6. Fighter Bomber - Alternate - Targets for Armed recces.

Armed recces from armed recces line to target. Bomb any large concentrations seen, check any reported by controller, if none seen bomb indicated targets. Times indicated will be time over alternate target.

AERIAL OBJECT- IVE NO.	TARGET NUMBER	LOCATION	DESCRIPTION	NO. OF MISSIONS	NUMBER & TYPE A/C	TOT	BOMB LOAD
AO-590	V	S-985825	Road Bridge	1	8 P-38	1230	2 X 1000
AO-591	W	T-548568	Road Bridge	3	8 P-47	1245 1630 1815	2 X 1000
AO-592	X	T-073797	Road Bridge	1	8 P-38	1345	2 X 1000
AO-593	Y	T-684600	Road Bridge	3	8 P-47	1415 1645 1845	2 X 1000
AO-594	Z	T-166733	Road Bridge	1	8 P-38	1430	2 X 1000
AO-595	AA	T-980616	Road Bridge	3	8 P-47	1445 1715 1945	2 X 1000
AO-596	AB	T-285638	Road Bridge	1	8 P-38	1515	2 X 1000

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OBJECT- IVE NO.	TARGET NUMBER	LOCATION	DESCRIPTION	NO. MISSIONS	OF NUMBER & TYPE A/C	TOT	BOMB LOAD
AO-597	AC	U-302755	Road Bridge	3	8 P-47	1530 1730 2015	2 X 1000
AO-598	AD	T-440613	Road Bridge	1	8 P-38	1545	2 X 1000

B. Instruction for Paragraph A, Section III.

1. H/B missions on beach 264A will have a 4000 yard phase line for troops approaching from landside up to 1300 hours. Phase line will be 4000 yards East of a line running North and South through strong point at U-585345.
2. AO-501 and 502 will bomb beach 264A including strong point: U-585345, and AO-503 will bomb the road to FREJUS including strong point U-561351.
3. Reference AO-513, the 1/3 effort will be placed against the bridge in AO-510 that is still intact. If both bridges in AO-510 are out, put full effort on bridge in AO-513.
4. Reference Heavy and Medium bomber bridge targets, the following AO's will use indicated targets as alternates; in the event their primary target is already destroyed:
 - (a) AO-503, 504, and 505 Road Bridge at N-886564.
 - (b) AO-506, 507, and 508 Road Bridge at N-913758.
 - (c) AO-510, 511, and 512 Rail Bridge at N-993803.
 - (d) AO-513, 514, 515, and 516 Road Bridge at N-981771.
5. All Fighter Bomber and R/P missions scheduled to attack separate targets simultaneously are so arranged that they may go out in units of eight until just prior to making attack, the splitting into units of four or six to attack two separate targets.
6. Fighter Bomber patrol AO numbers are inserted in this schedule to indicate how the Fighter Bomber patrols will split to attack separate targets.
7. All patrol missions carrying bombs will attack indicated targets at time designated in this schedule and will commence patrol immediately after bombing.

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8. All missions will refrain from making attacks in the vicinity of commando and paratroop areas (Para. 8, a, b, and c of ANNEX No. 14 to Operations Order No. 1, and Para. III, c, of Army Outline Plan) with the exception of specifically assigned targets.

9. 72 P-47 sorties will be employed for escort of Medium Bombers attacking bridge targets in afternoon.

10. All excess Fighter Bomber sorties will be available for targets to be assigned at a later date. If no targets are assigned they will be available for call targets.

11. A-20's will execute an ammunition drop to Commandos (12 to 16 aircraft) on D-Day. Other A-20 aircraft will be used as a call force, bombing any troop concentrations or road jam-ups that are reported during the early stages of D-Day. Full details of the ammunition drop will be supplied to 87th Fighter Wing at a later date.

12. All fighter bombers will report by flash mission report, any targets of importance observed in enemy territory. Reports will be made on channel "B" to the Headquarters ship.

13. Tac/R aircraft will be employed for spotting Naval gunfire over the beaches throughout the operation, and will be avoided as much as possible.

C. Daylight Operations from D + 1 until the fall of TOULON.

1. Medium bombers will attack two batteries of 14 inch coastal guns at Y-935924 and Y-935927 on D + 2 and continue these attacks until the guns are destroyed. These guns are imbedded in concrete and it is believed that 2000 pound bombs are necessary for their destruction.

2. Medium and Heavy bombers will continue the destruction of road and rail bridges across the RHONE - ISERE Rivers, and that part of the DURANCE out of fighter-bomber range, until all are destroyed. They will also continue bombardment of road and rail bridges and defiles in the Alps, from their junction with the ISERE River south to the coast.

3. Medium and Heavy bombers will also continue counter-air force operations against any operational airdromes close to or affecting the "ANVIL" area.

4. Upon completion of specified objectives in paragraphs 1 and 2 D, Section III above, the necessary percentage of heavy and medium forces will be employed in the area mentioned to neutralize any repaired or temporary road and rail bridges, and any cleared defiles. The balance of the heavy and medium bomber force available will be employed as follows:

(a) Bombardment of any important marshalling yards, including those at AVIGNON, GRENoble, LYON, and TOULOUSE.

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(b) Bombardment of road and rail bridges to the North and West of the XII T.A.C. Area. (See Operations Order No. 1, Sect. II Para. 1 b, HQ XII TAC) that may be used by enemy reinforcements. The most important systems are:

- (1) Bridges across the RHONE River East from LYON.
- (2) Bridges across the VISTRE - GARDE - and ARDICHE Rivers.
- (3) Bridges across the GARONNE - ARIAGE Rivers.
- (4) Bridges across the MIDI Canal.

5. Fighter-Bombers will support Naval Forces in their operations westward from the assault area to TOULON.

6. Fighter-Bombers will continue to harass all enemy movement into the assault area, by armed reconnaissances over the following road nets:

(a) While operating from CORSICAN Airfields:

- (1) MARSEILLE (T-460160) - MANOSQUE (T-770860) - DIGNE (P-125065) - NICE (S-580800) - TORINO (J-030270).
- (2) (Without bombs) NIMES (S-630735) - VALENCE (O-025955) - GRENOBLE (J-660260) - GAP (O-975575) - DIGNE (P-125065) - NICE (S-580800).

(b) After arrival on Airfields in "ANVIL".

- (1) MARSEILLES (T-460150) - ARIES (S-850550) - MONTPELLIER (S-240460) - TOULOUSE (Q-280450).
- (2) TARASCON (S-870690) - VALENCE (O-025955) - CLERMONT FERRAND (W-580875) - LYON (X-950880).
- (3) CANNES (S-363650) - ASPIREMONT (O-695490) - GRENOBLE (J-660260) - GAP (O-975575).
- (4) NICE (S-580800) - TORINO (J-030270) - MILANO (K-250650) - GENOVA (O-959500).

7. Fighter-Bombers will continue the close support of the SEVENTH Army in its advance toward TOULON.

8. Fighter-Bombers will continue the interdiction of communications by bombardment of road and rail bridges across the Rivers DURANCE - VERDUN - RHONE - ISERE and their tributaries. Further interdiction will be undertaken by rail cuts within the following rail systems:

(a) While operating from CORSICAN Airfields:

- (1) TOULON (Y-920980) - MARSEILLES (T-460150) - AIX (T-515420) - BRIGNOLES (U-015295).
- (2) MEYRARGUES (T-575545) - DRAGUIGNAN (U-340460) - GRASSE (S-300780) - DIGNE (P-125065).
- (3) CANNES (S-363650) - GUNIO (N-870550) - SEVONA (O-600400) - NICE (S-580800).
- (4) AIX (T-515420) - SISTERON (O-880170).

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(b) After arrival on airfields in "ANVIL".

- (1) MARSEILLES (T-460160) - ARIES (S-850550) - AVIGNON (S-980865) - MARSEILLES (T-460160).
- (2) ARIES (S-850550) - TOULOUSE (Q-280450) - RODEZ (M-190285) ALES (N-395040) - AVIGNON (S-980865).
- (3) AVIGNON (S-980865) ST. ETIENNE (X-610510) - LYON (X-950880) - GRENOBLE (J-660260) - SISTERON (O-880170).

D. Night Intruder routes beginning night of D/ D+1 and continuing until the fall of TOULON.

- *1. CANNES (S-363650) - DIGNE (P-125065) - GAF (O-975575) - ASTERMONT (O-695490) - DIGNE (P-125065) - NICE (S-580800).
8 sorties during hours of darkness.
- *2. TOULON (Y-920980) - BRIGNOLES (U-015295) - AIX (T-515420) FORCALQUIER (T-760900) - AVIGNON (S-980865) - NIMES (S-630735) MARSEILLES (T-460150).
8 sorties during hours of darkness.
- *3. TOULON (Y-920980) - AIX (T-515420) - AVIGNON (S-980865) - MONTELLIMAR (N-925540) - TARASCON (S-870690) - AIX (T-515420) TOULON (Y-920980).
8 sorties during hours of darkness.
- *4. NICE (S-580800) - TORINO (J-030270) - ALESSANDRA (J-760060) - SAVONA (O-600400).
6 sorties during hours of darkness.
- *5. Coast road from SAVONA (O-600400) to NICE (S-580800)
2 sorties during hours of darkness.

* NOTE: Until more navigators are assigned to 47th Bomb Group and trained for operational flying 232 Wing will supply 20 sorties per night for effort in the "ANVIL" area, and 47th Bomb Group 12. If navigators arrive, 232 Wing will furnish 10 sorties nightly and 47th Group 24.

Sorties listed above will be flown as follows: a. No's 4 & 5 by 232 Wing from ITALY. b. No's 1, 2, 3, by 47th Bomb Group and 232 Wing from CORSICA. 232 Wing will have an Air Echelon (for maintenance) at FORETTA and will fly in enough aircraft daily to fly 12 sorties per night from there. 47th Group will fly the remaining 12 sorties per night.

6. There has been no separation between the effort of night intruders on "D" Day and days after "D" day up to the fall of TOULON, because night intruders are not expected in "ANVIL" prior to TOULON'S fall, and routes laid down are at maximum range from CORSICAN bases.

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OPERATION PLAN
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SECTION IV - RESPONSIBILITIES

A. Commanding General, FIFTEENTH Air Force.

1. FIFTEENTH Air Force is responsible for the preparation of a detailed plan for the operations of the Heavy Bombers in the Operation "DUCROT". This plan should include methods of attack, altitudes and routes to and from objectives of all Heavy Bomber units. (See Annex 16 to Operations Order No. 1, XII TAC).
2. FIFTEENTH Air Force is responsible for the provision and distribution of its own units of target charts and objective photographs of AO-501 to 509 inclusive.
3. FIFTEENTH Air Force is responsible for the security of its own formations.
4. FIFTEENTH Air Force is responsible for the escort of Troop Carrier Operations on "D" day.

B. Commanding General, MATAF.

1. MATAF is responsible for the preparation of a detailed plan for the operations of the Medium bombers in Operation "DUCROT". This plan should include methods of attack, altitudes and routes to and from objectives of all Medium bomber units. (See Annex 16 to Operations Order No. 1, XII TAC).
2. MATAF is responsible for the provision and distribution to Medium Bomber units of target charts and objective photographs of AO-510 to 516 inclusive.
3. MATAF is responsible for the provision and coordination of night intruders for the purpose of harassing enemy AA installations at the time of the first parachute drop, and for the provision and coordination of F/B attacks during all succeeding drops.

C. Commanding General, XII TAC.

1. XII TAC is responsible for the operation of the Fighter-bomber Forces during Operation "DUCROT".
2. XII TAC is responsible for provision of:
 - (a) Fighter area cover, day and night over the assault area, until fields are available for MATAF to base in "ANVIL".
 - (b) Escort for Medium Bomber missions.
3. XII TAC is responsible for detailed coordination in timing of all bomber missions of FIFTEENTH Air Force, MATAF, and XII TAC.
4. XII TAC is responsible for meeting unforeseen contingencies with the forces available to it.

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APPENDIX 15 TO ANNEX B

OPERATION PLAN

NO. 4-44.

5. XII TAC is responsible for provision and distribution to its own units of target charts and objective photographs of all AO's except those listed in paragraph A 2, and B 2, Section IV this plan.

SECTION V - SUMMARY

A. The implementation of this plan for "D" Day will involve approximately:

- 9 H/B Groups.
- 7 Med/B Groups.
- Fighter and Fighter Escort sorties, as required.
- 32 Night Intruder sorties.
- 194 CTF - 88 sorties.
- 22 Night Fighter sorties.
- 464 Fighter-Bomber sorties.

B. The implementation of this plan from D + 1 to the fall of TOULON will involve, per day, approximately:

- Heavy Bomber Group missions as required.
- 7 to 14 Medium Bomber Group missions.
- 32 Night Intruder sorties.
- 600 Fighter-Bomber sorties.
- Fighter and Fighter escort sorties, as required.

C. Considerable flexibility to meet changes in enemy disposition or the tactical situation is retained through the method of scheduling Fighter-Bomber effort.

GORDON P. SAVILLE,
Brigadier General, U. S. A.
Commanding.

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Mediterranean,
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Med.00400/7

29th December 1943

DIRECTIVE TO THE NAVAL COMMANDER

OPERATION "SHINGLE".

It has been decided that an amphibious operation on the West coast of ITALY is to be planned, to assault in the ROME area with the object of cutting the communications of the enemy now opposing 5th and 8th Armies. This operation will be known as operation SHINGLE. The target date for the operation is 20th January, 1944, and the last possible date is the 3rd February, 1944.

2. You are appointed Naval Commander of the Task Force to be formed for this purpose which will be known as the Amphibious Task Force. You should, however, continue to use the title Commander Task Force 81 until the expedition is launched.

3. The Amphibious Task Force is charged with the transport to and landing of two divisions, with elements of armour, to assault in the ROME area, and with the subsequent support of this force until it is firmly established ashore.

4. You are responsible for planning the assault in conjunction with the Commanding General, Fifth Army, or such officer as he may appoint in command of the Army Assault Force, and with the Commanding General, Twelfth Air Support Command; and for planning any diversions required in your area of command. You will be responsible, in conjunction with the Army Commander, for prescribing the degree of amphibious training which should be carried out and for carrying out the necessary rehearsals.

5. The area of your command during this operation is bounded the East by the West coast of ITALY, on the West by the longitude of 11° 20' East and on the South by the latitude of 40° 50' North.

6. You will be in command of the expedition from the time of sailing until the army is firmly established ashore.

7. Rear Admiral T.H. TROUBRIDGE, Royal Navy (Senior Officer, Force "P") with his flag in H.M.S. BUIOLO, is appointed as a Task Group Commander subordinate to you. He has been instructed to report to you at NAPLES to assist in the planning of the operation.

8. You will be responsible for carrying out any subsequent operations by the naval forces under your command which may be required to enable the assault force to complete its immediate mission. You are, however, to make clear to the Commanding General that no reliance can be placed on maintenance over beaches, owing

/to the

DIRECTIVE TO THE NAVAL COMMANDER, OPERATION "SHINGLE".

(Page 2 of Commander-in-Chief, Mediterranean's No. Med.00400/7 of 29th December, 1943)

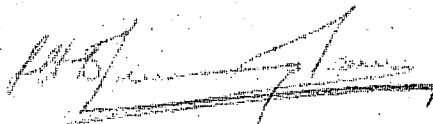
to the probability of unfavourable weather, and your plans must allow for the disembarkation of the whole force immediately after the assault and the urgent need for withdrawal of LST for other operations.

9. The provision of naval cover outside your area of operations will be the responsibility of the Commander-in-Chief, Mediterranean, but you will be kept informed of the movements and orders of any such forces that may be deemed necessary.

10. An estimate of the naval forces which can be made available to you for this operation is given in Appendix I. You are requested to report as soon as practicable what naval forces you consider necessary. You should take note that LST, with the exception of a small number which will be confirmed later, must be withdrawn from your force immediately the assault has landed.

11. You are charged with the responsibility of mounting and embarking the forces for assault and in the performance of this portion of your task you should collaborate closely with the Flag Officer, Western Italy (Rear Admiral J.A.V. MORSE), who is to give you any assistance in his power.

12. Your broad outline plan should be forwarded as soon as possible.



A D M I R A L

Rear Admiral F.J. LOWRY, U.S.N.

Copies to: The Secretary of the Admiralty.
Commander-in-Chief, United States Fleet.
Allied Commander-in-Chief, Mediterranean Theatre.
Commander, U.S. Naval Forces, Northwest African Waters.
Air Commander-in-Chief, Mediterranean.
General Officer Commanding-in-Chief, 15th Army Group.
Commanding General, 5th Army.
Deputy Air Commander-in-Chief, Mediterranean.
Flag Officer, Western Italy.
Commander, Mediterranean Tactical Air Force.
Commanding General, 12th Air Support Command.
Senior Officer, Force "P".
Flag Officers in H.M. Fleet and U.S. Fleet in the Mediterranean.

DIRECTIVE TO THE NAVAL COMMANDER, OPERATION "SHINGLE".
(Page 3 of Commander-in-Chief, Mediterranean's No. Med. 00400/7 of
29th December, 1943)

A P P E N D I X I

ESTIMATE OF NAVAL FORCES AVAILABLE.

A. UNITED STATES NAVY

1 Headquarters Ship
1 Cruiser
8 Destroyers
2 Destroyer Escorts
6 A.M.
12 P.C.
20 S.C.
18 Y.M.S.
6 A.R.B.

B. BRITISH NAVY

1 Headquarters Ship
4 Cruisers
3 Fleet Destroyers
6 Hunt Destroyers
2 AA Ships (one fitted F.D.)
2 Dutch Gunboats
11 Fleet Minesweepers
6 M.L. (fitted M/S)
4 L.C.G.
4 L.C.F.
4 L.C.T. (R)

C. ASSAULT SHIPPING AND CRAFT

+ 6 L.S.I. (L)
2 L.S.I. (M)
(68 L.S.T. (British)
20 L.S.T. (U.S.) of which 15 are 6-davit
* (60 L.C.T. (35 US)
90 L.C.I. (L) (60 US)

+ Will not be available before 15th January.

* Subject to reduction for unserviceability.
Majority of LST must be withdrawn immediately
the assault has landed.

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ANNEX "C"

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Annex
C

~~CONFIDENTIAL~~
COMANDER WESTERN NAVAL BASE FORCE
OPERATION PLAN NO. 4-44

ANVIL COMMUNICATION PLAN

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6. Zone Time.
7. Communication Alertness.
8. Aids to Combined Communications.
9. Communication Liaison Units.
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12. Non-ANVIL Traffic during the Operation.
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16. Weather Information.
17. Radio (Radar) Counter Measures (RCM).
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COMANDER WESTERN NAVAL BASE FORCE
OPERATION PLAN NO. 4-44

ANNEX "C"

IMPORTANT

Commanding Officer:

The attached plan contains information vital to Assault Communications and should be made available Communication Officers at earliest practicable time.

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 - (3) Air Force and Naval Aircraft Carrier Force Radio Channel Plan.
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ANNEX "C"
to
Operation Plan No. 4-44

COMMUNICATION PLAN

PART I - GENERAL

1. Introduction

This plan is effective with Operation Plan No. 4-44.

2. Relation to ComNavNAW Basic Communication Plan

This plan is supplementary to ComNavNAW Basic Communication Plan dated 1 May, issued as Annex "A" to ComNavNAW Effective Operation Order. Except as modified herein, applicable instructions of the Basic Communication Plan hold for Operation ANVIL.

3. Distribution

This plan is distributed to the following Naval commands:

U.S. Navy

All U.S. commands afloat down to and including LSTs (All major and minor war vessels plus LSTs).
Shore based TG commanders.
LCI(L)(C).
LCI(L) and LCT Flotilla and Group Commanders.
Beach Battalion Commanders.

Royal Navy

All major war vessels.
LST, LSD, LSI(L), LSI(M) and LSI(S).
Fighter Direction Ships and Tenders.
Gunboats.
BYMS.
Trawlers.
Senior Officers 24th and 29th M.L. Flotillas.
Senior Officers, Squadron and Flotilla Commanders of LCTs and LCIs.

French Navy

All French units carrying a USN or RN liaison officer.

4. Security Classification

This document is classified as TOP SECRET. After final departure for the assault area, individual appendices will be reclassified to a lower classification which is specified in each case. The appendices are provided in detachable form to permit ready distribution to responsible

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OPERATION PLAN NO. 4-44

personnel who need the particular information in the performance of their duties. Nothing herein should prevent earlier dissemination of information which is essential to the proper preparation of the ship prior to sailing. It will be noted that the Basic Communication Plan which contains much of the information pertinent to communications for Operation ANVIL, is also of lower security classification.

5. Location of Principal Military and Naval Commands

Commander	Location	Standby Flag- ship or Alter- nate CP	Location of next in line of command
SACMed	AFHQ, Caserta	HMS LARGS, Ajaccio	-
CinCMed	AFHQ, Caserta	HMS LARGS, Ajaccio	-
NCWTF(Com8thFlt)	} USS CATOCTIN	USS PLUNKETT	USS AUGUSTA
CG, 7th Army		USS HENRICO	USS HENRICO
CG, VI Corps		USS BARNETT	USS BARNETT
CG, XII TAC		USS AUGUSTA	USS AUGUSTA
Com Alpha Assault F. (CTF 84)	} USS DUANE	-	HMS ORION
CG, 3rd Inf. Div.		-	-
Com Alpha G.S. Gr.	HMS ORION	-	-
Com Delta Assault F. (CTF 85)	} USS BISCAYNE	-	USS TEXAS
CG, 45th Inf. Div.		-	-
Com Delta G.S. Gr.	USS TEXAS	-	-
Com Camel Assault F. (CTF 87)	} USS BAYFIELD	-	USS TUSCALOOSA
CG, 36th Inf. Div.		-	-
Com Camel G.S. Gr.	USS TUSCALOOSA	-	-
Com Support Force (CTF 86)	} USS AUGUSTA	-	-
Deputy CG, XII TAC		-	-
A deputy to CG, 7th Army		-	-
Com Aircraft Carrier F. (CTF 88)	} HMS ROYALIST	-	USS TULAGI
Com Carrier Gr. A		-	-

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Commander	Location	Standby Flag- ship or Alter- nate CP	Location of ne in line of comm
Commandant les Forces Maritimes et Aeronavales }	FS GEORGES LEYGUES	-	-
Com. Carrier Gr. B	USS TULAGI	-	-
Com Task Group 80.6	USS JOUETT	-	-
CG, II Corps (Fr)	SS BATORY	-	-

6. Zone Time

Use zone Baker time for operational traffic. Use zone Zebra time on traffic to units outside this theater.

7. Communication Alertness

In this operation, ships and craft of the U.S., British, French, Greek, and Polish navies and merchantmen of various nationalities must act in close tactical cooperation while landing an Army composed of U.S. and French troops under the support of the Mediterranean Allied Air Forces and RN and USN carrier based aircraft. Communications, radio and visual, will require special and continued attention.

8. Aids to Combined Communications

Combined radio and visual procedures, combined authentication systems, combined crypto-systems, WNTF special operational call signs, combined general and landing craft signal books are effective for this operation. All major units of all services involved in the assault will have the CCM available for rapid encryption of messages requiring full security. The Combined Assault Code will be available to all lower Army and Navy echelons for messages requiring temporary security. (See Appendix 4 for a complete description of the cryptographic aids held by all services in Operation ANVIL.)

9. Communication Liaison Units

Com 8th Fleet will provide U.S. Navy communication liaison units to CinCMed, Caserta and CinCMed, Adv CP and to certain French commands. CTF 86 and CTG 80.6 will furnish liaison personnel to specified French commands. British and U.S. flag officers within task forces will exchange communication liaison personnel as considered mutually desirable. All French Naval vessels will carry RN liaison officers. All large French naval vessels, destroyer leaders, destroyers, and destroyer escorts will be furnished a USN communication liaison officer.

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10. Anvil Point to Point Channels

Advanced communication units have been established in Corsica at Bastia, Calvi, and Ajaccio. These ports are linked to Naples via Ajaccio. On commencement of assault operations, Ajaccio and Calvi, loading and staging ports, will be linked initially with NCWTF and with the Commander Escort Control, Beachhead, and later with naval radio stations established on the far shore by communication units attached to CTG 80.8.

11. Anvil Broadcast Arrangements

Two broadcasts, transmitted from Caserta (Naples) and controlled by CinCMed, will serve vessels in the assault area. One will be a responsibility of all ships; the other will be guarded by flag and designated senior officers. Vessels in the Western Italy sub-area of the Central Mediterranean will be responsible for messages on the Naples broadcast. Vessels outside of the Western Italy sub-area will copy the appropriate Mediterranean area broadcast in accordance with standing arrangements, recently modified by Station General Messages 971B and 972B.

12. Non-Anvil Traffic during the Operation

(a) During and immediately following the assault, pending lessening of the heavy operational traffic load, communications not essential to the progress of Anvil shall be kept at a minimum. Administrative traffic should in general not be handled during this initial period. When traffic conditions permit essential administrative traffic from Anvil units in the assault area will be cleared through the chain of command and via the rear links. Anvil units not in the assault area shall utilize the existing normal ship-shore channels whenever practicable for clearing of necessary traffic. Shore-to-ship administrative traffic for units engaged in the operation will be cleared over the Anvil broadcast.

(b) During ANVIL Com 8th Fleet (ComNavNAW) will maintain administrative offices at Naples; Com 8th Phib at Bizerte and Naples. All administrative traffic for these authorities should be routed accordingly.

13. Special Mine Reports

Reports of mines in the Anvil area shall be made in accordance with instructions contained in Annex "J".

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14. Pyrotechnic Signals

Attack Force Commanders will ensure that pyrotechnic signals used by Army units on the same echelon are properly coordinated with any pyrotechnic signals prescribed for Naval use.

15. Vessels ordered to Other Commands or Other Areas

Officers ordering movements of ships and craft from one Task Force to another, or from one assault area to another, shall specify the frequencies to be guarded initially in the new command or new area and shall direct the vessel to shift frequency accordingly.

16. Weather Information

(a) Prior to H-hour D day, weather forecasts for the assault area will be transmitted over both the Naples and Senior Officers Broadcasts.

(b) Beginning at H-hour of D day NCWTF flagship will broadcast weather forecasts addressed to WNTF on the WNTF Freq. (See Appendix 1b for frequency).

(c) In event of casualty to the flagship of NCWTF, forecasts after H-hour will be transmitted as in (a) above.

17. Radio (Radar) Countermeasures (RCM)

Radio countermeasures, from installation of equipment to operation in the assault, is dealt with in Appendix 7, which has been given a limited distribution. Commands concerned comply with this RCM plan.

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PART II - COMMUNICATIONS ENROUTE TO ASSAULT AREA

21. General

Enroute to the assault area conform to the normal Mediterranean communication organization set forth in Section MD of AFO S1/44 and to special requirements of this section. 2410 Kcs. will be used as craft control frequency by landing ships and craft, from time of sailing until the assault communication organization becomes effective for these vessels. Comply with applicable portion of the call sign, convey code word, and publication appendices of this plan.

22. Radio Silence

- (a) Maintain silence on all radio communication channels from time of sailing, except for transmissions vital to the success of the Western Naval Task Force. Transmissions which might be so classified, depending on the circumstances, are
- (1) Fighter direction in case of contact with enemy planes.
 - (2) Calls for air protection.
 - (3) Warning of large scale air attack.
 - (4) Reports of enemy forces encountered, including enemy aircraft but not enemy submarines, provided the enemy has been clearly identified.
 - (5) Emergency maneuvering signals in critical circumstances.

Radio silence may be broken only by the authority of the senior naval officer in line of command, embarked in a vessel.

- (b) The foregoing conditions of radio silence may be relaxed only by the (Naval) Officer in Tactical Command. An occasion might be the complete and unquestionable loss of tactical surprise.
- (c) The breaking of radio silence by one ship, in an emergency, does not authorize a general breaking of radio silence.
- (d) During past operations, instances of unnecessary and unauthorized use of TBS (VHF R/T) prior to general breaking of radio silence have been noted. Strict discipline on this circuit shall be maintained throughout the operation, from sailing time onward.
- (e) The frequency band 30.7 to 42.0 mc will not be used by any service during the period H-24 to H hours except on the frequencies and for the purposes specifically authorized by NCWTF.

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Use of the following frequencies in this band is currently authorized for the purposes indicated. *Except for the restrictions given in par. 42(B)(3).*
32.86 Mine sweeping
34.35 Radar reporting

23. Use of Radar (Enroute)

Refer to Appendix 7, ComNavNAW Basic Communication Plan.

- (a) Enroute to the assault and until north and west of Ajaccio, the use of radar will be governed as follows:

Surface Search - No restriction. ✓

Aircraft Search - Used only by radar guardships as designated by CTC'S of assault convoys. (Number of ships simultaneously on guard duty should not exceed four, for any one disposition.)

Fire Control - No restrictions when required for control of gunfire in action.

- (b) On passing north and west of Ajaccio and until 0540 D day the use of radar will be governed as follows:

Surface Search - No restrictions. ✓

Aircraft Search - May be used on one (1) radar guardship in each disposition which includes large ships (combat loaders, cruisers, battleships, carriers).

Exception: Diversionary forces which include vessels fitted with aircraft search radar shall use one airsearch radar in each such diversionary force.

Fire Control - No restrictions when required for control of gunfire in action.

24. Radar Reporting (Enroute)

Refer to Appendix 7 ComNavNAW Basic Communication Plan. See paragraph 48 this Annex for the procedure to be used on radar reporting circuits.

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- (a) The radar reporting frequencies for the assault forces are:

Primary - 34.35 mcs voice (R/T).
Secondary - 2610 kcs voice (R/T).

The following ships have been fitted with equipment which will permit them to guard the primary channel, 34.35 kcs: USS CATOCTIN, AUGUSTA, BROOKLYN, PHILADELPHIA, TUSCALOOSA, QUINCY, NEVADA, ARKANSAS, HMS DIDO, ORION, AURORA, AJAX, ARGONAUT, STUART PRINCE, ULSTER QUEEN, FDT 13 (LSF). These and all other ships fitted with air search radar shall be prepared to set watch also on the secondary Radar Reporting channel, 2610 kcs (R/T), if so directed. OTC's of the assault convoys should give preference to the specially fitted ships (when available) in the detailing of radar guardships, and should then utilize 34.35 kcs for radar reporting. When the specially fitted ships are not available, OTC's of assault convoys should detail other radar guardships and utilize the secondary Radar Reporting Wave, 2610 kcs, for radar reporting.

- (b) The radar reporting frequency for the Air Support (Carrier) Force is 4400 kcs key (W/T).
(c) Use of the Radar Reporting circuits enroute to the assault is subject to the conditions of radio silence prescribed in paragraph 22.

25. Broadcasts (Fox Schedules)

Refer to paragraph 11, this Annex.

(a) Area broadcasts

All ships and units are responsible for traffic appearing on the area broadcast. Task Force Commanders, Commanders of Task Groups of Task Force 80, and OTCs of detached dispositions and units are responsible within their respective commands for designating radio guards for vessels lacking facilities to copy the broadcast. For convenience a summary of information on the area broadcasts is repeated below.

- (1) From the western limits of the Mediterranean station to Greenwich Meridian guard the Gibraltar broadcast.

Call Signs	Frequencies	Series Number
GYU1	44.8 kcs	G301 to G599
GYU3	160 "	"
GYU6 or	5560 "	(night)
GYU9	9975 "	(day)

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- (2) In the area bounded on the west by Greenwich Meridian, on the north by a line from French-Spanish border to 40° N $7^{\circ}-30'$ E thence due south to the intersection with a line drawn due west from Cape Teulada, and on the east by a line drawn due south from Cape Teulada, guard the Algiers broadcast.

Call Sign	Frequency	Series Numbers
BRF3	135 kcs	X301 to X599

- (3) In the area north of a boundary extending across the Straits of Messina, along the north coast of Sicily, thence from Mazzara in $37^{\circ}-39'$ N $12^{\circ}-36'$ E to a point 38° N 11° E, then west along the 38th parallel to a line drawn south from Cape Teulada, then north to Sardinia, then due west to $7^{\circ}-30'$ E, and then north to 40° N, and then along a line from 40° N $7^{\circ}-30'$ E to the French-Spanish border, guard the Naples broadcast.

Call Signs	Frequencies	Series Numbers
GQT2	180 kcs	P001 to P999
GQT5 or	2815 " (night)	
GQT8	7765 " (day)	

- (4) In the area bounded on the west by a line drawn south from Cape Teulada, on the north by a line along the parallel 38° N to 11° E and then to $37^{\circ}-39'$ N $12^{\circ}-36'$ E and a line straight across the Straits of Messina, and on the east by a line drawn from Ras M. rata in Tripolitania to join a line drawn due west from Cape Matapan in 19° E longitude, guard the Malta broadcast.

Call Signs	Frequencies	Series Numbers
GYZ3	153 kcs	M301 to M599
GYZ6 or	5000 " (night)	
GYZ9	11200 " (day)	

- (5) Ships are to guard the broadcast appropriate to the area in which they are located with the following exceptions:

- (a) Ships crossing through the Malta area enroute from the Algiers area to Naples area are to shift direct to the Naples broadcast upon leaving the Algiers area and likewise in the reverse situation are to shift direct from the Naples broadcast to the Algiers broadcast.

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(b) Ships crossing through the Algiers area from one section of the Naples area to another section of the Naples area will remain on the Naples broadcast.

(c) Ships crossing through the corner of the Algiers area enroute from the Malta area to the Naples area will shift direct to the Naples broadcast on leaving the Malta area and likewise in the reverse situation are to shift direct from the Naples broadcast to the Malta broadcast.

→ (b) Senior officers broadcast.

All Task Force Commanders and all Flag Officers guard the Senior Officers broadcast (from Naples). Any other authorities required to guard this broadcast will be ordered to do so by signal from CinCMed.

<u>Call Signs</u>	<u>Frequencies</u>	<u>Series Numbers</u>
GQT3	445 kcs	J001 to J999
GQT6 or	5340 6340 " (night) or	
GQT89	10085 " (day)	

26. Task Force Commanders Circuit

The assault primary task force commanders circuit shall be guarded enroute for emergency purposes by CTF 84, 85, 86, 87, 88 and CTG 88.2, 80.4 and 80.6. The conditions of radio silence fully apply to this circuit.

27. Air-Sea Rescue

HMS ANTWERP and possibly other vessels will act as navigational and air-sea rescue vessels commencing 0000 B D day. Ships having personnel and equipment available may listen on the air-sea rescue frequency, 117.9 mcs.

28. Call Signs

→ (a) Use call signs as prescribed in Appendix 2.

→ (b) Special operational call signs from NCWTF Operational Call Sign Book, Column 1, are effective for visual and VHF use on sailing. (Radio silence conditions apply to VHF circuits).

→ (c) Combined call signs will be used on the area and senior officers broadcasts while assault forces are enroute. Combined call signs will be used enroute on any non-VHF circuit, should it become necessary to break radio silence.

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29. Visual

Visual communications are in accordance with Appendix 6A, ComNavNAW Basic Communication Plan, with the following modifications:

Visual Call Signs

Use the operational call signs from "NCWTF Operational Call Sign Book" for inter-ship communications, except that

- (a) Between vessels of the same nationality, when no confusion will result from the presence of vessels of another nationality, the normal call sign system of the Navy concerned may, if desired, be used in the initial call up. In all cases, the special operational call signs should be used in the address of the message.
- (b) Craft call signs are in accordance with Appendix 2 of this Annex.
- (c) Merchant ships will normally use their convoy (pennant) station numbers as visual call signs, while in convoy. They shall otherwise use their international call signs as appropriate.
- (d) When applicable in convoy cruising dispositions, convoy pennant (station) numbers from MERSICS may be used for Naval vessels of the convoy. Station unit designations as specified by the OTC may also be used for screening and supporting units, at the discretion of the OTC.

30. Recognition and Identification

Recognition Signals will not be carried by landing craft and ships.

31. Authentication

"(a)" Refer to paragraphs 29 and 65, ComNavNAW Basic Communication Plan.

CCBP Ø122, Edition B6 is effective from 1200ØB D-1 day until ØØØ1 D+5 day for authentication between all services and units, except for communications with aircraft and with airborne SFCP, which will not hold this publication.

- (b) Add to paragraph 31 sub-paragraph (b) as follows:

- (b)(1) The following authentication system is authorized for airborne SFCPS:-

<u>Code Word</u>	<u>Time Effective</u>
Provisional Airborne	Upon landing until 1200 D day
Advertisement Column	1200 - 1800 D day
Parachute Open	1800 D day - indefinite

- (2) A message is authenticated by adding any TWO alternate letters of the effective code word at the end of the text.

- (3) To challenge a station send any two alternate letters of effective code word. To reply skip ONE letter after last letter of challenge and reply with next TWO alternate letters. This system must be used sparingly. Authenticate only when absolutely necessary. Under NO conditions will entire code words be used or mentioned in the clear.

EXAMPLE: (using first Code Word)

Authentication for message - PØ

Challenge: INT QKA VS
Reply: QKA OA

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32. Voice (R/T) Communications.

- (a) Plain language, NCWT Voice Vocabulary, and the Combined Assault Code (CCAP #130) are prescribed for use on Voice (R/T) circuits. Refer to paragraph 59, ComNavNAW Basic Communication Plan. Consideration of the conflicting elements of security versus speed will determine the system to be used. In this determination, consider that all radio transmission, not excepting VHF, are intercepted by the enemy.
- (1) When considerations of speed outweigh all considerations of security, use plain language.
 - (2) The "Voice Vocabulary" provides condensation and uniformity rather than security. It may delay correct enemy interpretation of intercepted messages, but it cannot be relied upon to give security to information entrusted to it.
 - (3) The "Combined Assault Code" will provide limited security. With its wide distribution however, it is likely to be physically compromised during the assault phase, and no information that requires lasting security should be encrypted in it.
 - (4) When full security is required, employ the normal cryptographic channel and, if practicable, transmit on a CW (W/T) circuit.
- (b) Signals from MERSIGS and the General Signal Book will be encrypted in the appropriate cipher for transmission over voice (R/T) circuits. In an emergency with due regard for the probable effect on the security of the WNET, such a signal may be transmitted unencrypted on voice circuits.
- (c) Except for radar reporting, inter FDO, and aircraft communications, voice (R/T) calls are the same as CW (W/T) and visual (V/S) calls. Use "NCWT Operational Call Sign Book".

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33. Radio (Radar) Counter Measures.

On arrival of each disposition at a point on a line bearing 230° true through Isle de Tino (lat. 44°-01'N long. 09°-51'E), on signal, or at a time previously specified by the OTC, commence radio counter measures in accordance with Appendix 7. Each Task Force Commander is responsible that appropriate orders are issued to all dispositions which will then comprise his Task Force. The attention of the Commander Support Force and the Commanders of Gunfire Support Groups is particularly directed to paragraph 8, Section C of Appendix 7.

34. IFF

- (a) Ships fitted with interrogators may use their interrogators to interrogate targets whenever use of surface or air search radar is authorized (see para. 23 and 43 of this Annex). Such interrogation should be kept to a minimum consistent with securing the necessary information relative to targets.
- (b) Transponders shall be kept switched on, utilizing the proper coded position, from time of sailing.
- (c) The following instructions relative to use of IFF by aircraft have been issued.
 - (1) On D-1 from 0001 hours all aircraft operating within 100 miles of the assault area or convoy lanes will keep IFF switched on at all times.
 - (2) Aircraft attacking targets more than 100 miles from convoy lanes or the assault area may switch IFF off on crossing the French Coast. On the homeward flight, aircraft will switch IFF on when within 150 miles of the assault area.
 - (3) On and after D day the same rules will apply, but aircraft in paragraph (c)(2) above will keep IFF on until the bomb line is crossed on outward flight.
- (d) IFF codes employed by ships and aircraft within the Mediterranean theater are as follows:

- Code 1. All ships and aircraft except in circumstances as stated below.
- Code 2. Spare.

- Code 3. For ROOSTER purposes to be used by ships (except as in note below), and aircraft, for homing ASV aircraft on to a convoy to take up patrol.

NOTE: For long range homing, or on occasions when it is necessary to distinguish between surface units, the advantage of the escort using RACON 251M or equivalent, is emphasized. The greater liability of the RACON to D/F is to be borne in mind. Senior Officer Convoy escort is to detail one ship to switch IFF or RACON ON one hour before the first ASV aircraft of the day is expected, and OFF when the aircraft arrives.

- Code 4. Ships and aircraft shadowing enemy surface units, including submarines, while in actual contact.
- Code 5. Ships and aircraft over a submerged U-boat.
- Code 6. (i) All shore based fighter aircraft.
 - (ii) Aircraft over a convoy more than 150 miles from Allied territory, to enable Allied Warships to close on a Convoy. Only to be used when requested by the Senior Officer of the Escort.

DISTRESS SWITCH

- (i) Ships and aircraft in distress.
 - (ii) All aircraft engaged on Air Sea Rescue operations upon finding the object of the search will, after W/T advice to Base, use the Distress switch, alternating in five minute periods with normal IFF, Code 1.
- (e) IFF codes are as follows (cycle repeating every ten seconds):

Code

1	N	N	N	N
2	N	-	N	-
3	N	N	N	-
4	N	N	W	W
5	N	-	W	-
6	N	N	W	-

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PART III - THE ASSAULT

41. Effective Time of Assault Communication Organization

The assault communication organization and assault frequency plan for the WNTF are generally effective at 2400B D-1 day. A task force commander may place his own task force frequency plan in effect within his task force at an earlier or later hour. In any case, circuits which are not in physical existence prior to arrival, such as boat control, air spotting, main beachmasters, need not be manned on board ship at 2400B, but shall be manned when and as directed by the Task Force Commanders.

42. Radio Silence

- (a) The maintenance of radio silence under the conditions prescribed in paragraph 22 is of vital importance during the approach. The enemy is known to have a series of radio intelligence stations along his coast which are capable of D/F'ing any radio transmission. (Degree of accuracy is dependent on frequency).
- (b) Except in the SLEKA assault and in the diversionary groups, the conditions of radio silence in force while enroute will be lifted as indicated:

- 1) VHF circuits essential to control of aircraft in the area.) 0540B
- 2) VHF circuits for control of specialized vessels preceding first assault wave.) 0600B, or
as soon thereafter as require
- 3) All circuits, except on frequencies in the 30.7 to 42.0 mc. band, ~~which has not been specifically authorized by NCWTF.~~ (See paragraph 22, Part II).) 0630B.

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It should be noted that the above restriction applies to the radar reporting wave 34.35 Mcs. and the mine sweeping wave 32.86 Mcs.

Note: In the contingency that H hour should be materially advanced:

- a) All conditions of radio silence in effect at the time are removed.
- b) Radio silence on VHF circuits for control of specialized vessels preceding first assault wave, and on the H/F circuit for NCWTF, is lifted at H-1^h, for traffic vital to the success of the assault.

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- (c) Radio silence in the SITKA assault will be lifted as directed by the Commander Support Force (CTF 86)
- (d) The lifting of radio silence by the diversionary groups will be covered by separate instructions.
- (e) Radio silence may be lifted earlier than indicated only by specific authority of the OTC. See paragraph 22(b). EARLY LIFTING OF GENERAL RADIO SILENCE WILL IN NO CASE APPLY TO THE BAND 30.7 TO 42.0 MCS. SILENCE SHALL BE MAINTAINED ON THIS BAND UNTIL H-HOUR.

43. Use of Radar Prior to H-hour

- (a) The instructions governing the use of aircraft search radar enroute (paragraph 23) apply in the assault area until 0530B. At 0530B, the radar guardships designated for the large ship assault convoys enroute shall secure their aircraft search radars and, pending other assignments by NCWTF, the following ships shall assume radar guard duty in the assault area:

QUINCY	(ORION Standby)
PHILADELPHIA	(NEVADA Standby)
BROOKLYN	(ARGONAUT Standby)
AUGUSTA	(DIDO Standby)

- (b) At 0530B, Commander Air Support Force will arrange radar guards within his force, at discretion.
- (c) Diversionary forces shall continue to use one aircraft search radar, if available, in each diversion force until 0530B or until commencement of the withdrawal, if earlier. After 0530B, diversionary force may employ aircraft search radar at discretion.
- (d) See paragraph 48 for further instructions on radar guardships and on radar reporting.

44. Navy Assault Radio Communications

(a) General

- 1) Refer to paragraph 66, ComNavNAW Basic Communication Plan.
- 2) The general Naval assault radio organization is shown diagrammatically in Appendix 1A(1) of this Annex. WNTF frequencies and an explanation of WNTF channels are given in Appendix 1B.

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3) Task Force Commanders and Commanders of Task Groups, TF 80:

- a) Maintain watches on channels to higher authorities, to exterior authorities, and to other forces and groups as indicated in Appendices 1A(1) and 1B.
- b) Provide appropriate channels, utilizing the frequencies allocated them in Appendix 1C, for adequate communications within their commands.
- c) Provide NCWTF with a diagrammatic representation of the Force or Group frequency plan.

4) Each vessel and unit commander in the WNTF prepare a diagram showing all circuits which the command is required to guard, for ready reference by communication personnel.

(b) Fire Support

- 1) Refer to Appendix 11, ComNavNAW Basic Communication Plan.
- 2) To permit the necessary coordination of gunfire support in the post-assault consolidation of Gunfire Support Groups, a uniform Fire Support Group radio plan, prepared by the Commander Support Force and incorporated in Appendix 1D(1), is effective for all Fire Support Groups. Assault Force Commanders will implement this uniform circuit plan in their force communication plans.
- 3) R-51 planes of the 111th and 225th TAC/R squadrons of the XIIth TAC, F6F's and Sea-fire planes of VOF-1, VF-74 squadrons of the B Aircraft Carrier Force, and land based Navy SOC's and OS2U's will provide air spot for naval gunfire. See Appendix 1C this Annex for frequencies and Appendix 2 for call sign to be used with aircraft. See the Air Plan, Annex F for general arrangements.
- 4) When Gunfire Support Groups are consolidated under Commander Support Force, they will be governed by the "Post-Assault Support Force Radio Plan", Appendix 1D(2). The attention Assault Force Commanders is directed to the attendant change in Shore Fire Control Party assignments and frequencies.

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45. Ground Force Assault Radio Plan

The assault radio plan for the higher echelons of the ground forces, is shown in diagramatic form in Appendix 1A(2). Task Force Commanders are responsible that suitable equipment and facilities to implement the Ground Force plan, are made available within their commands.

46. Air Force (and Naval Air) Assault Radio Plan

For convenience and clarity, Navy channels involving the control of aircraft have been incorporated in the diagram showing the Air Force Assault Radio Plan, Appendix 1A(3). All naval commands concerned, will be governed thereby. Task Force commanders are responsible that suitable equipment and facilities to implement the Air Force plan, are made available within their commands.

47. Naval Rear Links

Rear links will be maintained by NCWTF as follows:

(a) To CinCMed, Caserta

- 1) CinCMed is requested to commence calling on this channel at 0630B, D day.
- 2) It is expected that CinCMed, Adv. CP will listen on this circuit and may also transmit thereon if practicable and desirable.

(b) To ComNavNAW(Adm), Naples.

- 1) Radio Naples will commence calling on this channel at 0630B, D day.
- 2) "Escort Control, Beachhead", a unit of TG 80.6, is authorized to set watch on this link for expeditious communications with Naples.
- 3) Radio Naples will act as guard for "Escort Control, Naples", a unit of TG 80.6.

(c) To Ajaccio and Calvi

- 1) Radio Ajaccio will commence calling on this channel at 0630B, D day. Radio Calvi will establish communications with NCWTF, after Ajaccio establishes communications.
- 2) CinCMed, Adv. CP will guard this link and will normally transmit thereon, should direct communications with NCWTF be desired.

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- 3) "Escort Control, Beachhead" and "Escort and Convoy Control, Ajaccio", units of TG 80.6, are authorized to set watch on this link for direct communications.

Note: NCWTF will monitor circuit US 311, which will be keyed from Oran on dual channels. Any necessary repetitions of Oran transmissions will be obtained by NCWTF from Radio Naples, on the rear link to Naples.

48. Radar Guardships and Radar Reporting

- (a) The radar reporting channels and the ships specially fitted to operate on the primary (VHF) reporting channel are as stated in paragraph 24, Part II of this Annex. See Appendix 2 for special radar reporting call signs.
- (b) In the assault area, NCWTF will detail naval radar guardships to meet the requirements of the controlling Fighter Director Ship. The Fighter Director Ship will control the radar reporting circuit, subject to the general supervision of NCWTF. (The Air Controller will issue directions as to the sectors of search and sweep rates. These directions are issued with the authority of NCWTF.) Ships specially fitted to operate on the primary radar reporting channel, 34.35 mcs., will normally be selected as radar guardships. However, any combatant ship fitted with air search radar may be designated. All ships concerned shall therefore be prepared to set watch on the secondary radar reporting channel 2610 kcs.
- (c) Task Force Commanders and other commands with receiving equipment available, may listen on the radar reporting channels. The best source of air information, however, is the filtered Track Broadcast, channel TAC-15 shown in Appendices 1B and 1A(3).
- (d) The following radar reporting procedure will be used in the assault area.
- 1) Radar guardships will report plots in plain language, making full use of the Fighter Director Vocabulary, and utilizing IAFOG for designating positions.

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- 2) Guardships report all plots, unless otherwise directed by the Fighter Director Ship.
- 3) Each new contact will be reported twice.
- 4) Control of reports and control of sweeps is a function of the Air Controller in the F.D. ship.
- 5) Tracks will be numbered consecutively in order of contact, from 1 to 99. Each ship is assigned (in Appendix 2) a codename which will preface the track number.

Example: Ship assigned code name SPARROW will call first track, "SPARROW One", the second track, "SPARROW Two".

- 6) All information on aircraft, including SG radar plots and visual contacts, will be passed according to the following sequence:

- A. Code name
- B. Number of track
- C. Number of aircraft
- D. MAFOG coordinates
- E. Height told as:

Very low (below 1000 feet)

Low (1-5000 feet)

Medium (5-10,000 feet)

High (10-15,000 feet)

Very high (above 15,000 ft)

Or, if determined by radar, by giving
ANGELS - (Altitude in thousands of feet).

After initial reports, unless there is a subsequent change in the altitude or size, only the new grid position will be reported.

- 7) After the initial contact has been reported twice, unless a Control Track number is assigned by the Air Controller, the radar reporting ship will cease reporting that particular raid.

- (e) Vessels fitted and staffed for full fighter direction are:

STUART PRINCE, FDT 13, CATOCTIN

LST's equipped with GCI's for control of night fighters are:

LSTs 32, 140, 394.

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- (f) Radar guardship arrangements and radar reporting procedure in the Aircraft Carrier Force will be as prescribed by CTF 88.

49. Fighter Direction

The air support of the naval assault forces is a responsibility of the Air Commander, Western Task Force (CG, XIIth TAC). Fighter direction in the assault area is consequently an Air Force responsibility. Ships equipped and trained for fighter direction should, however, be prepared to establish communications with fighter aircraft should special circumstances necessitate. Designated assault fighter direction ships are listed in paragraph 48(e). See Appendix 2 for call signs.

50. Special Assault Circuits

The instructions in paragraph 66, (a)(b)(c), ComNavNAW Basic Communication Plan, regarding the Task Force Commanders, TBS and Attack Force Voice, Force Fox circuits and in paragraph 66(e) regarding ships or craft passing from one force to another, apply to Anvil assault circuits. The attention of assault force commanders is particularly directed to the required reduction in the use of TBS.

- (a) A specialized secondary Task Force Commanders circuit has been provided in the VHF high speed "Assault Force Commanders Circuit". (See Appendices 1A(1) and 1B.
- (b) Note in Appendix 1B that circuit N-9, FS Command Alpha, is guarded in ROYALIST; circuit N-10, F.S.G. Command Delta, in TULAGI; and circuit N-11, FSG Command Camel, in CATOCTIN for reception of request for spotting planes.
- (c) A circuit, see Appendix 1B known as the Beach Control - SOPA - Escort Control circuit will be set up about D+2. See paragraph 63(a), Part IV of this Annex.

51. Use of Plain Language

Refer to paragraph 59 ComNavNAW Basic Communication Plan and to paragraph 32 this Annex. Note also that certain mine reports are made in plain language. See Annex "J".

52. Authentication

See paragraph 31 of this Annex which applies during the assault.

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53. Weather Information in the Assault Area

Refer to paragraph 16, this Annex.

54. Merchant Vessels in the Assault Areas

(a) The Assault Force Commander or the senior officer of the assault force present will ensure that merchant vessels arriving in his area are informed of their communication responsibilities and the means by which they will receive air raid warnings. Escort Commanders of incoming convoys shall provide this information in advance, when practicable.

(b) Certain merchant vessels are fitted with equipment for use on 2410 kcs voice (R/T), others have TBY equipment for use on 72.5 mcs. When radio communications with merchant vessels is required, use preferably one of the foregoing channels; in case of necessity, use 5000 kcs. Use 5000 kcs for necessary radio communications with hospital ships. Use plain language with merchantmen and hospital ships. When visual communications are practicable, use visual rather than radio.

55. Special Signals in the Assault Area

See Appendix 6 for Air Raid, Smoke and other special signals authorized for use in this operation.

56. IFF

See paragraph 34, which applies during the assault.

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PART IV - POST-ASSAULT COMMUNICATIONS

61. Securing of Assault Circuits

See paragraph 75, ComNavNAW Basic Communication Plan which applies.

62. Special Joint Communication Arrangements

Should direct communication between the SOPA and the HQ 7th Army or HQ XII TAC be required, use the special arrangements set forth in Appendix 3.

63. Communication Arrangements for Unloading over Beaches

Refer to paragraph 76, ComNavNAW Basic Communication Plan.

(a) To provide for the necessary post assault ship-beach communications, a circuit will be established between the SOPA and "Escort Control, Beachhead" (afloat) and the "Navy Liaison Beach Control" (ashore), as soon as practicable after Corps Headquarters moves ashore (about 1200 D+2). "Navy Liaison Beach Control" is also linked to the Division Beachmasters of the three assault divisions. See circuits N-36 and N-35 Appendix 1A(1).

(b) To provide the equivalent of "port" communications, should such be required prior to the capture of a large port, a mobile combined port communication unit ultimately destined for Astoria, will be disembarked over the beachhead in the D+5 convoy from North Africa. This unit is under the command of CTG 80.8 who shall direct it to report initially to the "Navy Liaison, Beach Control". The mobile port unit, under the supervision of Navy Liaison Beach Control, shall

(1) Establish contact with CinCMed (Caserta), ComNavNAW (Adm) Naples, Ajaccio and Calvi on the appropriate rear links, see paragraph 47 this Annex and Appendix 1B, and set watch on the port wave.

(Navy Liaison, Beach Control shall notify NCWTF, or the SOPA if the former is not present, when these communications have been set up. Pending further orders, the unit will maintain schedules on the rear links at 0100, 0700, 1100, 1400, 1700, and 2100 daily, all times B.)

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- (2) Be prepared to relieve the SOPA of the assault area terminals of the naval rear links.

(It will take over the area guard on the rear links when and as directed by the SOPA, NCWTF, or CinCMed.)

- (c) The mobile combined port communication unit will hold class 3 U.S. crypto-publications and the set of British publications mentioned in Article 23(v) of M.W.C.O. It is equipped with the following transmitters:

<u>USN</u>	<u>RN</u>
2 - SCR 399	2 - Transmitters (HF)
2 - SCR 193	
2 - TBW	
2 - TCS	

It will use the following call sign: Z9F.

- (d) This mobile unit will ultimately establish port communications in Astoria under the direction of CTG 80.8, upon capture of that port. Navy Liaison, Beach Control shall assist CTG 80.8 in arranging for the unit to move forward in time for it to enter the port immediately after its capture.

64. Radio Organization for Convoy Escorts of "Shuttle Service".

- (a) While on escort duty, convoy escorts on "Shuttle Service" will guard the area broadcast and the port wave in accordance with AF0 S1/44. NCWTF or the SOPA will guard the port wave in the assault area from 1200B D day until this channel is manned ashore. "Escort Control, Beachhead" and "Convoy and Escort Control, Ajaccio" will guard the port wave when escort control is established by CTG 80.6. Radio Calvi and Radio Ajaccio will also guard the port wave.
- (b) When in the assault area, the escort commander of a convoy, as well as the "Escort Control, Beachhead", shall guard the "Assault Force Voice" or "Assault Force Command" channel of the Assault Force involved.
- (c) When circumstances permit, that is, when the shortness of the voyage or the urgency of the message do not require immediate direct communication with the action addressees, escorts of convoys, while enroute should use the standard ship-shore channels for clearing ship-shore traffic.

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65. Communication Arrangements on Departure of NCWTF Flagships

- (a) The Senior Officer Present Afloat in the area will take over the guard, or assign guardships, on

/// Rear link to CinCMed, Caserta
Rear link to ComNavNAW(Adm)
Rear link to Ajaccio and Calvi
Port wave
SOPA - Beach Control - Escort Control circuit ///

66. Authentication after D+5

/// At 0001 D+5, CCBP 0122 Edition B9 becomes effective for naval use. The ground forces will hold this publication at division level. The Air Force will hold CCBP 0122 edition B9 at wing level. ///

67. Naval Communications at Captured Ports *Tau Mars*

- (a) Refer to paragraphs 77 and 78, ComNavNAW Basic Communication Plan. Naval radio communications at the captured ports, Astoria and Cyril, will be initially directly operated and controlled by CTG 80.8. When directed by CinCMed or NCWTF, operation and control will be turned over to the permanent French port party. The French port party is initially responsible for provision and operation of the port visual (signal) stations.
- (b) All equipment for the temporary handling of port radio communications is mobile, which will permit establishment of communications without delay, *on capture* of the port. The bulk of equipment and *personnel* for the Astoria communication unit will *be unloaded* over the beaches from the D+5 convoy. *(See the Mobile Combined Port Communication Unit, referred to in paragraph 63).* The communication *material* and personnel for Cyril will be unloaded at *Astoria* in the first convoy destined for that port.

68. Communications at Astoria

- (a) Astoria will be a "major" port.
- (b) The following radio circuits will be established at Astoria by CTG 80.8, immediately after capture of that port.

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Point to Point Circuits (Fixed Services)

- | | |
|------------------------------------|---------------------------------|
| (1) RN Astoria - Caserta | (former rear link to CinCMed) |
| (2) USN Astoria - Naples (or Oran) | (former rear link to ComNavNAW) |
| (3) FN Astoria - Algiers* | (frequencies as arranged by FN) |
| (4) RN Astoria - Algiers# | (new) |
| (5) USN Astoria - Corsica** | (former rear link to Ajaccio) |

* Equipment to be obtained, and personnel provided, by F.N.

** If required.

If necessary - will replace (1) or (2) above.

Harbor Circuits

Port wave	(2150 kcs)
Patrol wave	(2716 kcs)
Commercial (distress) frequency	(500 kcs.)

Broadcasts

Area broadcast
GM routines

and after capture of Cyril

Point to Point (Fixed Services)

Astoria - Cyril

- (c) The temporary radio (W/T and R/T) call sign for Astoria is Z9F.
- (d) Astoria will hold a class 3 allowance of U.S. publications and a FOIC's set of British publications.
- (e) The French port party will operate the visual signal station assisted by USN and RN signal personnel.
- (f) Provision of the necessary landline (telephone, telegraph and teletype) communication facilities for Naval use is a responsibility of the U.S. Army Ground Forces. However, a small amount of landline equipment and installation facilities have been provided CTG 80.8 to meet temporary local contingencies.

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69. Communications at Cyril.


- (a) Cyril will be a "minor" port.
- (b) The following radio circuits will be established at Cyril by CTG 30.8, immediately after capture of that port.
 - Port wave (2150 kcs)
 - Patrol Wave (2716 kcs)
 - Pt. to Pt. circuit with Astoria
 - Area broadcast (RN)
- (c) The temporary radio (W/T and R/T) call sign for Cyril is Z5D.
- (d) Cyril will hold a class 3 allowance of U.S. publications and a NOIC's set of British publications.
- (e) Visual and landline communications are provided as indicated for Astoria in paragraph 68(e) and (f).

70.

H. K. HEWITT,
Vice Admiral, U.S. Navy,
Naval Commander Western Task Force.

DISTRIBUTION:
As in paragraph 3.

AUTHENTICATED:


J. M. BOIT,
Commander, U.S.N.R.
Flag Secretary.

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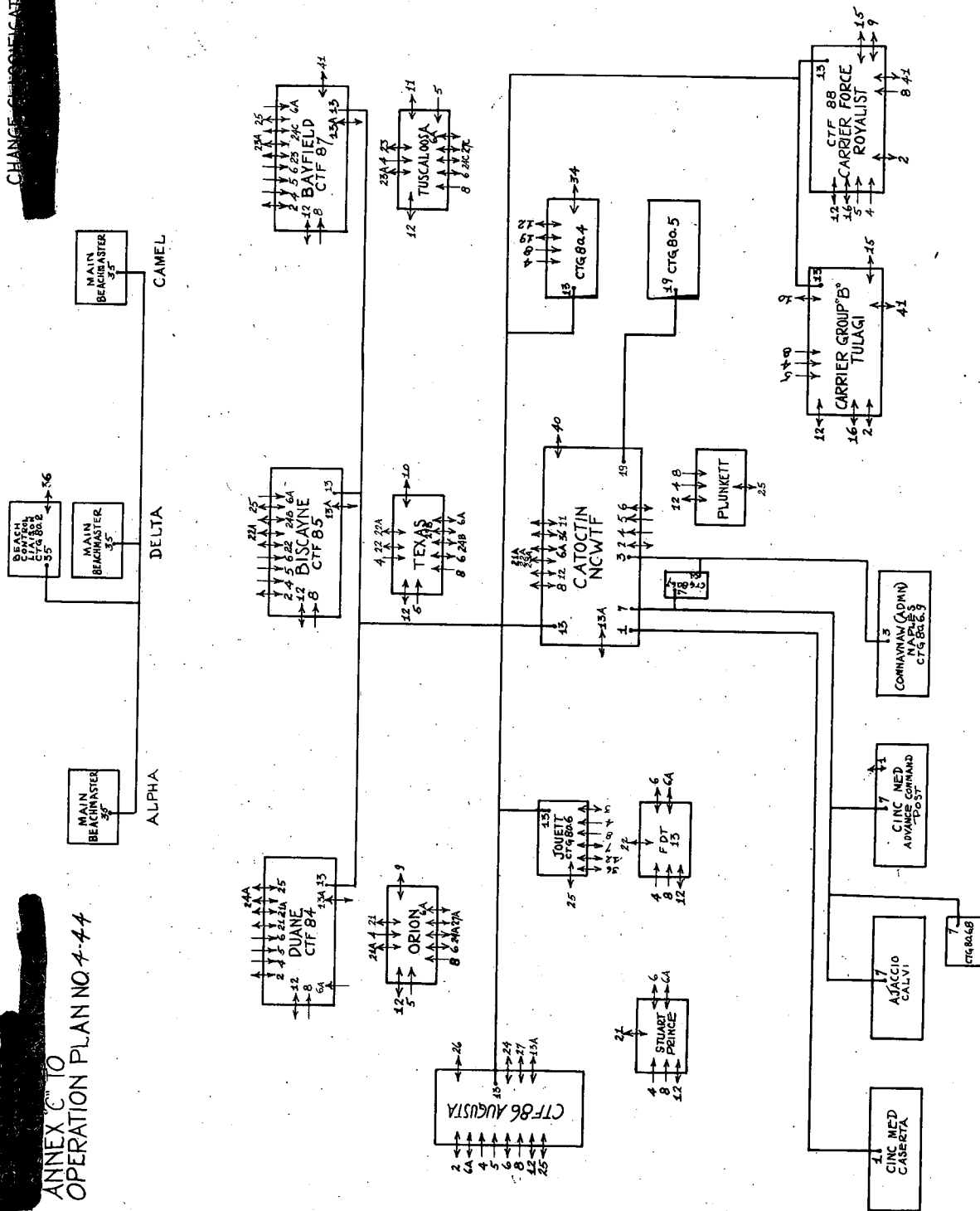
Appendix 1
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- (a) (1) Navy Assault Radio Channel Diagram.
- (2) Army Ground Force Assault Radio Channel Diagram.
- (3) Air Force and Naval Aircraft Carrier Force Radio Channel Plan.
- (b) Allocation of Frequencies - WNTF.
- (c) Allocations of Frequencies to Task Forces and Groups.
- (d) (1) Gunfire Support Group Radio Plan.
- (2) Post Assault Gunfire Support Radio Plan.

Appendix 1
ANNEX "C"

NAVY ASSAULT RADIO CHANNELS

CHANGE CLASSIFICATION FOR



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Change Classification to

NAVY ASSAULT RADIO CHANNELS (less Navy Air)

- #1 Rear Link to CinCMed (Caserta)
- #2 Ship Shore Calling
- #3 Rear Link to ComNavNAW (Adm)(Naples)
- #4 Area Broadcast
- #5 S.O. Broadcast
- #6 Radar Reporting (FM)
- #6a Radar Reporting Secondary
- #7 Rear Link to Ajaccio, Calvi and CinCMed Adv. Post
- #8 Force Fox
- #9 Fire Support Group Command - Alpha
- #10 Fire Support Group Command - Delta
- #11 Fire Support Group Command - Camel
- #12 TBS Voice
- #13 Task Force Commanders
- #13a Assault Force Commanders - High Speed
- #15 Carrier Command
- #16 Carrier Radar Reporting
- #19 MTB Wave
- #21 Assault Force Command CTF 84
- #21a Assault Force Voice TF 84
- #22 Assault Force Command CTF 85
- #22a Assault Force Voice TF 85
- #23 Assault Force Command CTF 87
- #23a Assault Force Voice TF 87
- #24 Common Fire Support Calling TF 86
- #24a Common Fire Support Calling TF 84
- #24b Common Fire Support Calling TF 85
- #24c Common Fire Support Calling TF 87
- #25 Common Screening Vessels
- #26 Support Force Command CTF 86
- #27 Support Force Voice TF 86
- #27a Support Group Voice (Alpha)
- #27b Support Group Voice (Delta)
- #27c Support Group Voice (Camel)
- #34 Task Group Command CTG 80.4
- #35 Division Beach Masters
- #36 Beach Control - SOPA
- #40 Joint Army-Navy
- #41 Weather Circuit

Shown in Air Force Diagram

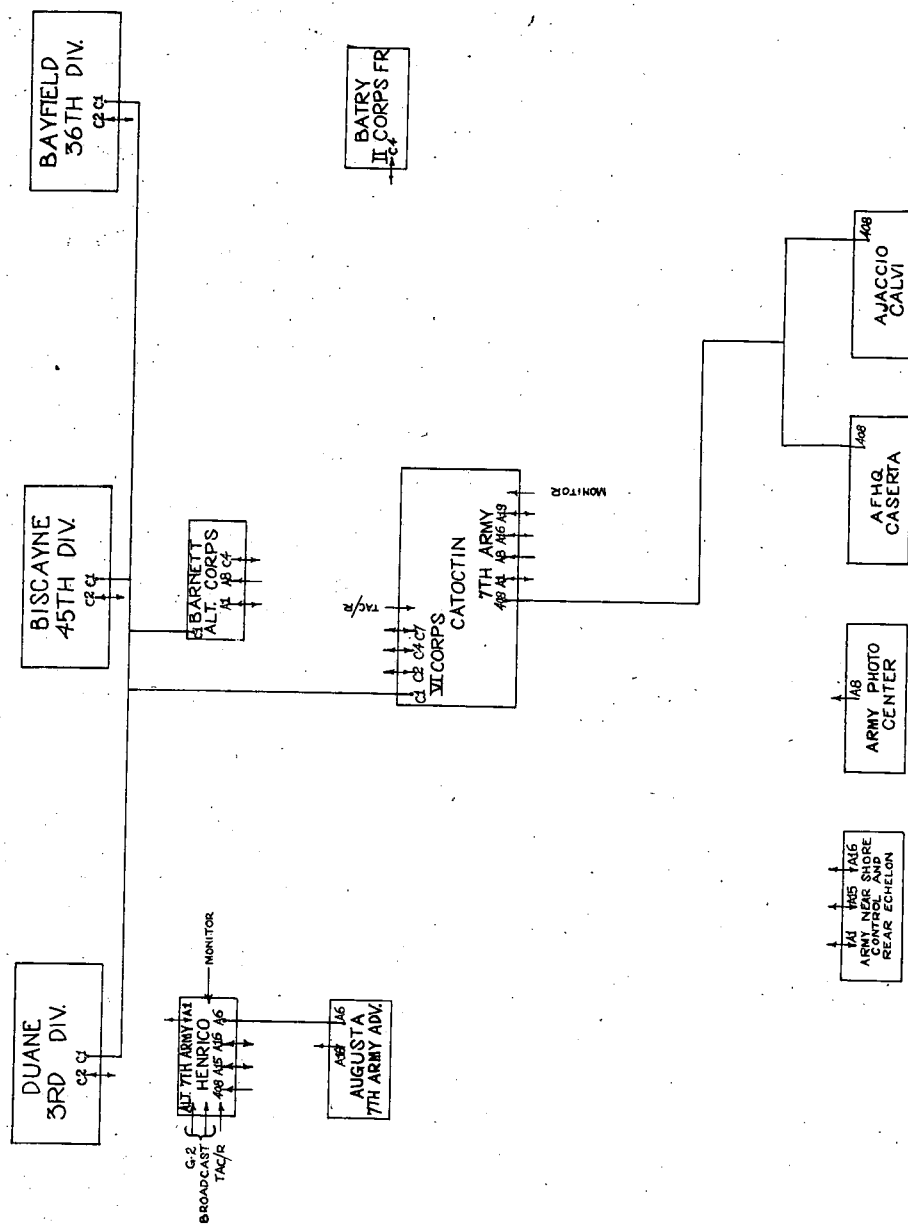
- #17 Weather Broadcast
- #29 Carrier Cover High
- #31 Carrier Cover Low - Group B
- #31a Carrier Cover Low - Group A
- #32 Carrier Force Guard (Homing)
- #33 Carrier Force Inter FDO - Group B
- #33a Carrier Force Inter FDO - Group A
- #38 SitRep Wave
- #39 Port Wave

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ARMY GROUND FORCE ASSAULT RADIO CHANNELS

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ARMY GROUND FORCE ASSAULT RADIO CHANNELS

408	AFHQ Rear Link
C-1	Corps Command
C-2	Alternate Corps Command
C-4	Corps Liaison (French)
C-7	Corps Troops
A-1	Army Command
A-15	Rear Link to Near Shore
A-16	Special Services
A-19	Air Support Net Forward
TAC/R	Tac Recon
A-8	Photo Recon
A-6	

Shown in Air Force Diagram

ALO-1	Air Liaison Officers
	Briefing Circuit
ALO-2	Air Support Rear Net

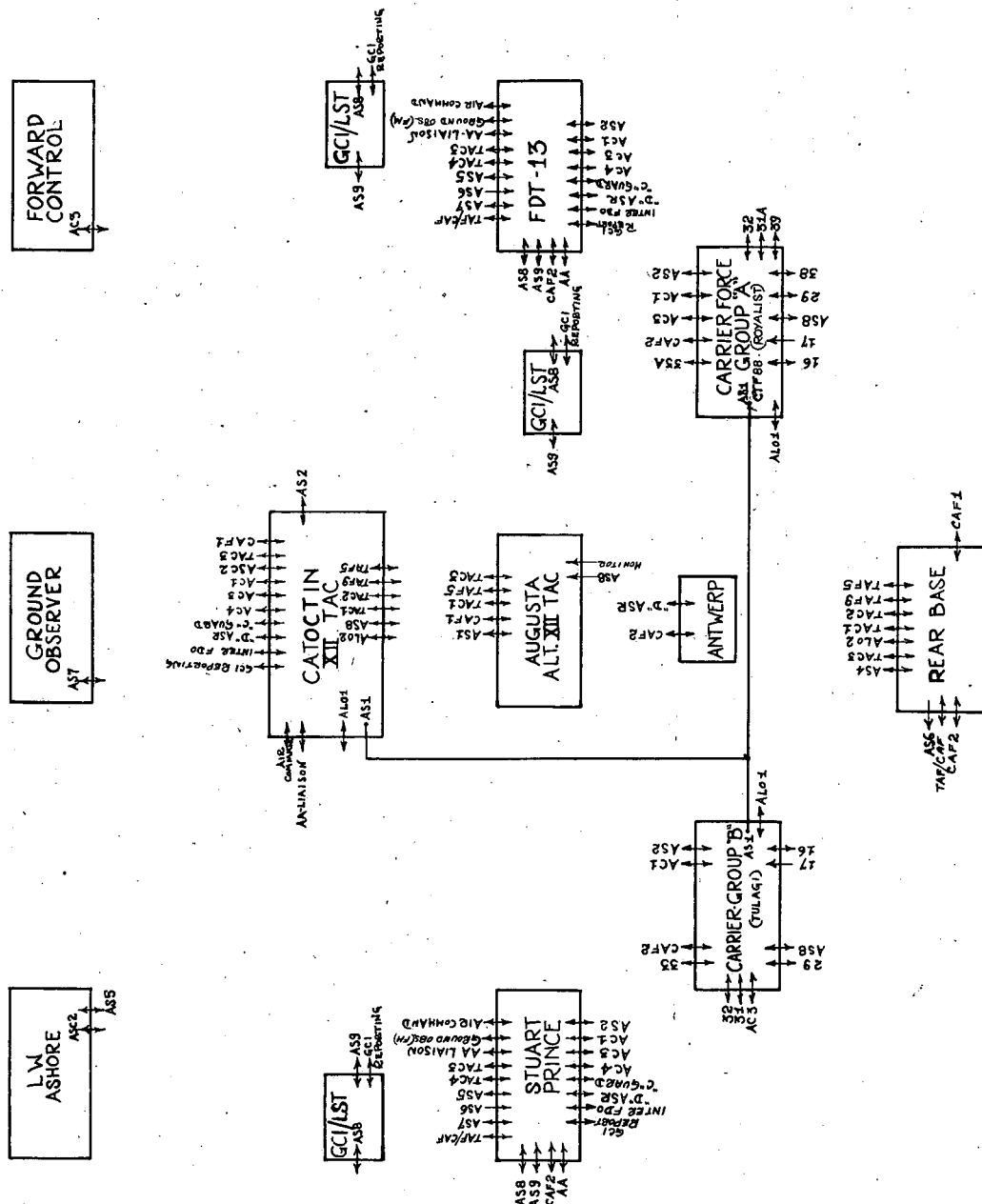
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ANNEX C-10
OPERATION PLAN 4-44

AIR FORCE AND NAVAL AIRCRAFT CARRIER FORCE RADIO CHANNEL DIAGRAM

CHANGE CLASSIFICATION TO
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Change Classification to

AIR FORCE AND NAVAL AIR SUPPORT RADIO CHANNELS
AIR FORCE CIRCUITS (HF)

CAF-1	MACAF-XII TAC
TAF-5	MATAF-XII TAC
TAF-9	MATAF-XII TAC
TAC-1	XII TAC-87th Fighter Wing
TAC-2	XII TAC-87th Fighter Wing
TAC-3	63rd Fighter Wing (Borgo Section)-FD Ships-XII TAC
TAC-4	63rd Fighter Wing (Borgo Section)-FD Ships
AS-5	FD Ships-Red alerts from ashore-Track B'cst from Adv SOR ashore
AS-6	FD Ships-Track B'cst from (Borgo Section)
TAF/CAF	FD Ships-Movements from 63rd Fighter Wing
AS-7	FD Ships-Ground Observers ashore
AS-8	Track B'cst
AS-9	GCI/LST's-FD Ships
CAF-2	ASR flash channel
AA	AA B'cst
ASC-2	Forward Link
AS-1	Air Command to Carriers
AS-2	Inter FDO (HF)

AIR FORCE CIRCUITS (VHF)

AC-1	Fighter Ops channel 1
AC-3	Fighter Ops channel 2
AC-4	XII TAC common Ops
"C"	World Guard TAC/R
"D"	Air Sea Rescue
	Inter FDO
	GCI Reporting

NAVAL AIR CIRCUITS

#17	Weather B'cst
#29	Carrier Cover High
#31	Carrier Cover Low - Group B
#31a	Carrier Cover Low - Group A
#32	Carrier Force Guard (Homing)
#33	Carrier Force Inter FDO - Group B
#33a	Carrier Force Inter FDO - Group A
#38	SitRep Wave
#39	Port Wave

GROUND FORCE CIRCUITS

ALO-1	Air Liaison Officers Briefing Circuit
ALO-2	Air Support Net Rear

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Change classification to

Appendix 1(b)
to
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1. Allied Naval units will be assigned radio, circuits and frequencies by the Task Force or Task Group Commander under whom they operate.

2. The following table lists all additional assault frequencies, the number and title of circuit to which allocated, and instructions for use of circuit:

<u>FREQ.</u>	<u>CIRCUIT NUMBER</u>	<u>TITLE</u>	<u>INSTRUCTIONS</u>
180	N-4	Area Broadcast	All ships and units are responsible for traffic appearing thereon. In case of small vessels, guardships shall be arranged by responsible senior officers. Normally guarded by all ships, destroyer escorts and larger.
369	N-8	WNTF Fox	NCWTF operational and L/F emergency warning channel to all vessels Western Naval Task Force. ----- <u>Shall be guarded by all vessels having a low frequency receiver available, except PT's and MTB's.</u> Assault Force Commanders shall keep a transmitter available for use on this channel, for emergency warning purposes only. All vessels are responsible for traffic appearing thereon. Responsible seniors designate guardships for small vessels and craft as may be required.
390	N-9	Fire Support Group Command (ALPHA)	HMS ROYALIST will also man this circuit for calls for spotting aircraft.

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<u>FREQ.</u>	<u>CIRCUIT</u> <u>NUMBER</u>	<u>TITLE</u>	<u>INSTRUCTIONS</u>
430	N-10	Fire Support Group Command (DELTA)	USS TULAGI will also man this circuit for calls for spotting aircraft.
445	N-5	Senior Officers Broadcast	Broadcast to Flag Officers - and others designated by CinCMed. Established 1 August.
464	N-11	Fire Support Group Command (CAMEL)	CATOCTIN will guard this circuit and deliver requests for spotting planes to XII TAC for relay via an Air Command channel. After CATOCTIN leaves area Support Force will ask for spotting missions on XII TAC channels 3450/5755 or 3040/5160 kcs. See Appendix 3.
2040	--	Track Broadcast	Plots from SOR ashore and red alerts until set up on port wave.
2150	--	Port Wave	Used in accordance Mediterranean Stations Orders. Short range ship-shore channel. --- Guarded by all bases. All ASR boats and ANTWERP guard this channel.
2480	N-7	Rear Link to Ajaccio and Calvi	Rear Link from NCWTF and Escort Control Officer, Beachhead to Corsica and Convoy and Escort Control Ajaccio. CinCMed Adv CP may join this circuit.
2610	N-6A	Radar Reporting (Standby)	This frequency will be used only when the primary radar reporting frequency is not suitable. It will be used only by designated guardships. OTC's of assault convoys will designate prior to the assault. NCWTF will designate during assault.

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<u>FREQ.</u>	<u>CIRCUIT</u> <u>NUMBER</u>	<u>TITLE</u>	<u>INSTRUCTIONS</u>
2815	N-4	Area Broadcast	See 180 Kcs.
2980	N-19	MTB Wave	Guarded by all PT's, MTB's ASRC's and NCWTF.
3265	N-36	Beach Control Liaison SOPA - Escort Control, Beachhead	This circuit is a direct link between the beach and the SOPA which will be established on D / 2 at 1200 or as soon thereafter as is practicable.
3290	N-13	WNTF Command	NCWTF, CTF 84, CTF 85, CTF 86, CTF 87, CTF 88, ComCarGroup A, ComCar- Group B, and group or unit commanders operating directly under NCWTF. See also 140.58 Mcs.
3555	N-3	Rear Link to ComNavNAW(Adm) Naples	NCWTF and Escort Control, Beachhead rear link to Naples and Escort Control, Naples.
4000	N-38	Sitrep Wave	Situation reports from Carriers. - - - - - Guarded by F.D. ships and NCWTF. Receiving watch only.
4172	N-35	Division Beach Masters Circuit	Lateral circuit between main beach masters and Naval Liaison Beach Control Officer.
4230	N-1	Rear Link to CinCMed (Caserta)	NCWTF rear link to CinCMed who has indicated that the Adv. CP will also listen and may transmit on this circuit.
4740	N-2	Ship-Shore Calling	Guarded by all Med. shore stations as shown in AFO S 1/44, (MD).
5265	N-7	Rear Link to Ajaccio and Calvi	See 2480 Kcs.

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<u>FREQ.</u>	<u>CIRCUIT NUMBER</u>	<u>TITLE</u>	<u>INSTRUCTIONS</u>
5340	N-5	Senior Officers Broadcast	Broadcast to Flag Officers and others specifically designated by CinCMed. Established 1 August.
6300	N-2	Ship-Shore Calling	See 4740 Kcs.
7125	N-3	Rear Link to ComNavNAW(Adm) Naples	See 3555 Kcs.
7510	N-1	Rear Link to CinCMed (Caserta)	See 4230 Kcs.
7765	N-4	Area Broadcast	See 180 Kcs.
10085	N-5	Senior Officers Broadcast	See 5340 Kcs.
34.35	N-6	Radar Reporting	R/T radar reporting wave. Guarded by Radar guard- ships, F.D. ships, and NCWTF. See para. 48 general section.
72.5	N-12	TBS Voice	VHF area warning to all vessels equipped with TBS or TBY. Tactical channel for combatant vessels. - - - - - Guarded by all ships equipped with TBS or TBY.
100.62	N-37	Navy Fighters & XII TAC Ops 2	See 102.78 Mcs.
101.88	--	XII TAC Spotting	Shore Fire Control
102.78	N-30	Navy Fighters & XII TAC Ops 1	F.D. ships, carriers and planes.
103.725	N-33	U.S. Carrier Inter FDO	Channel for Carrier FDO's.
105.12	--	Navy Spotting	Shore Fire Control
107.10	--	Spare GCI Reporting	GCI/LST's come up on this if requested by F.D.ships.

~~TOP SECRET~~
~~French ULTRA SECRET~~ - 4 of 7 -

Appendix 1(b)
ANNEX "C"

File No.
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ANNEX "C" to
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Change classification to

<u>FREQ.</u>	<u>CIRCUIT</u> <u>NUMBER</u>	<u>TITLE</u>	<u>INSTRUCTIONS</u>
107.46	--	Navy Spotting	Shore Fire Control
109.08	--	GCI Reporting	Radar reports from GCI/ LST to F.D. ships and XII TAC.
110.88	--	Navy Spotting	Shore Fire Control
111.6	N-32	Carrier Force Guard	Carrier aircraft guard and homing.
111.96	--	Spare GCI Reporting	See 107.10 Mcs.
112.32	--	XII TAC Spotting	See 101.88 Mcs.
113.58	N-18	Carrier High Cover	Carrier Planes.
114.3	--	XII TAC Common Ops 3	Army Air Force Common.
116.1	--	World Guard TAC/R	Flash TAC/R reports.
116.82	--	Navy Spotting	See 110.88 Mcs.
117.9	--	Air Sea Rescue	Guarded by F.D. ships, NCWTF, XII TAC, Carriers, and ANTWERP.
119.7	--	XII TAC Spotting	See 101.88 Mcs.
122.04	--	XII TAC Inter FDO	Channel for F.D. ships F.D.O.'s.
124.02	N-31A	Br. Carrier Cover Low	Carrier Planes.
125.28	N-31	U.S. Carrier Cover Low	Carrier Planes.
131.4	N-33A	Br. Inter FDO	Carrier Force FDO's.
137.7	--	Navy Spotting	See 110.88 Mcs.
140.58	N-13A	Assault Force Command High Speed	This circuit will be operated by CTF 84, CTF 85, CTF 86, CTF 87, and NCWTF.
142.74	--	Navy Spotting	See 110.88 Mcs.

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Change classification to

3. The principle Seventh Army Channels and Frequency assignments are as follows:

<u>FREQUENCY</u>		<u>USE</u>
3360/5585	ALO-2	Air Support Net
2875	A-1	Army Command Circuit
3765	408	Rear Link to AFHQ
5695		Alternate to AFHQ
7920		Alternate to AFHQ
3230	ALO-1	ALO's Briefing Wave
2390	A-19	Air Support Forward
4420	A-16	Special Service Monitor

4. The principle Sixth Corps Channels and Frequency assignments are as follows:

<u>FREQUENCY</u>		<u>USE</u>
2105/4440	C-1	Corps Command Circuit
2560	C-2	Corps Alternate Command Circuit
2705	C-7	Corps French Liaison
3845	C-4	Corps Troops
5040		Tac/R Receiving only
6260		PRU Receiving only

5. The principle Air Force Channels and Frequency assignments are as follows:

<u>FREQUENCY</u>		<u>USE</u>
2275/6115	CAF-1	MACAF - XII TAC
2935/4910	TAF-5	MATAF - XII TAC
3130/4975	TAF-9	MATAF - XII TAC
3450/5755	TAC-1	XII TAC - 87th Fighter Wing
3040/5160	TAC-2	XII TAC - 87th Fighter Wing
3635/6365	TAC-3	63rd Fighter Wing (Borge Section)- F.D. Ships - XII TAC

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<u>FREQUENCY</u>		<u>USE</u>
3215/5835	TAC-4	63rd Fighter Wing (Borgo Section) - Ships
2040		F.D. Ships - Track Broadcast from Adv. SOR ashore - Red Alerts from shore.
4690	AS-1	Air Command to Carriers.
2655/5665 (Receiving only)	TAC-14	F.D. Ships Track Broadcast from (Borgo Section)
2785/5965		F.D. Ships Movements from 63rd Fighter Wing
3970		F.D. Ships Ground Observers Ashore.
2215	TAC-15	Track Broadcast from F.D. Ships (R/T)
1765	TAC-13	GCI/LST's - F. D. Ships
4480		ASR Flash channel
2370		AA Broadcast
5450	AS-2	Inter FDO H.F.
28.3 Mcs. 28.7 30.3		Air Command
27.3 32.9 36.1		AA Liaison

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Change classification to

ALLOCATION OF FREQUENCIES TO TASK FORCES AND GROUPS

Task Force '84.

Assault Force Command

2680

Alternate Assault Force Command

8030

Assault Force Voice

2360

Group Voice or CW

2058

2264

Common Screening Vessels

2456

Common Fire Support Calling

5100

Common Minesweeping Vessels

2670

30.14 Mcs.

32.86.

Boat Control

21.1 mc's

22.3

24.0 "

24.3 "

25.5 "

26.1 "

Craft Control

2525

2902

3045

3620

3500

3780

1579

Main: Beachmasters (Ship-Shore)

4020

Fire Support Group

Frequencies allocated for assault by Commander Support Group - See Appendix 1(d)(1).

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Task Force 85

FREQUENCY ASSIGNMENT

Assault Force Command	2400
Alternate Assault Force Command	8160
Assault Force Voice	2810
Group Voice or CW	2470 2012
Common Screening Vessels	2436
Common Fire Support Calling	5640
Mine Sweeper Group Command	2670 30.14 Mcs. 32.86 "
Boat Control	20.1 mcs 23.2 " 25.4 " 24.6 " 25.7 " 26.3 "
Craft Control	3670 3760 3080 3250 2076 3330 1700 3475
Main Beachmasters (Ship-Shore)	4295

Fire Support Group

Frequencies allocated for assault by Commander
Support Group - See Appendix 1(d)(1).

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Task Force 86

FREQUENCY ASSIGNMENT

Frequencies reallocated to TF 84, 85, 87 for Gunfire Support Groups in the assault, as shown in Appendix 1(d)(1).

Fire Support Group Command	390		
	430		
	464		
Fire Support Group Voice	3800		
	2850		
	3065		
Shore Fire Control Party	4670	5560	4650
	4760	5800	5100
	4920	4130	5430
	5130	5335	4385
	4045	4850	4510
	4550	4105	4100
	4235	4640	4260
	4350	5030	4000
	4030	4140	4172
	4370	4200	4400
Common Fire Support Calling	5100		
	5640		
	4515		
SITKA Assault Command	3240		
SITKA Assault Voice	3490		
SITKA Assault Craft Control	3900		
	3990		
SITKA Assault Boat Control	21.6 Mcs.)		
	24.8 ")	FM	
	25.9 ")		
Mine Sweeper Group Command	2670		
	30.14 Mcs.		
	32.86 "		

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Change classification to

Task Force 86 (cont'd)

FREQUENCY ASSIGNMENT

V.H.F. Plane Spot
111th Squadron

112.32 Mcs. A
101.88 " A
119.7 Common B

Seafires

107.46 Mcs. A
110.88 " B Common
Spot

Hell Cats

105.12 " C
116.82 Mcs. A
137.7 " B Common
Spot
142.74 " C

H.F. Plane Spot
Hell Cats

6590
6480
7080

Cruiser Planes

7370
7460
7500
8080
8210
8340

FM Shore Fire Control Channels
Seventh Army Artillery

27.4 Mcs.

3rd Infantry Division Artillery 31.3 Mcs.

36th Infantry Division Artillery 27.0 Mcs.

45th Infantry Division Artillery 28.3 Mcs.

Naval Shore Fire

Control Party #1-	28.0 Mcs.	#17-	33.2 Mcs.
2-	28.6	18-	31.5
3-	30.8	19-	32.0
4-	29.0	20-	33.9
5-	34.1	21-	27.9
6-	29.7	22-	37.2
7-	31.0	23-	38.7
8-	35.7	24-	31.2
9-	30.0	25-	37.8
10-	34.6	26-	27.7
11-	30.9	27-	28.4
12-	33.5	28-	29.4
13-	27.6	29-	36.6
14-	38.2	30-	37.9
15-	33.7	31-	38.8
16-	36.2	32-	37.1

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Task Force 87

FREQUENCY ASSIGNMENT

Assault Force Command	2820
Alternate Assault Force Command	8120
Assault Force Voice	2226
Group Voice or CW	2576 2960
Common Screening Group Vessels	2436
Common Fire Support Calling	4515
Mine Sweeping Group Command	2670 30.14 Mcs. 32.86 "

Boat Control

20.5	mes
20.8	"
22.6	"
23.7	"
25.3	"
25.9	"

Craft Control

2550
3340
3100
3300
3680
3790
1940
1740

Main Beachmasters (Ship-Shore)

4330

Fire Support Group

Frequencies allocated for assault by Commander
Support Group - see Appendix 1(d)(1).

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Task Force 88

FREQUENCY ASSIGNMENT

Carrier Command	2333
Air Command	4690
Inter FDO	5450
ALO's Briefing Wave	3230
Carrier Radar Reporting	4400
Sitrep Wave	4000
Fire Support Group (ALPHA)	390
Fire Support Group (DELTA)	430
Fighter Planes	102.78 Mcs. Button A 100.62 " B 113.58 " C 111.6 " D
Air Sea Rescue	117.9 Mcs.
Carrier Cover Low (Br.)	124.02 Mcs.
Carrier Cover Low (US)	125.28 Mcs.
Inter FDO VHF (Br.)	131.4 Mcs.
Inter FDO VHF (US)	103.725 Mcs.
Fire Support Spotting HF	6590 Channel L 6480 Channel M 7080 Channel N
Fire Support Spotting VHF Seafares	107.46 Mcs. A 110.88 Common B 105.12 Mcs. C
Hell Cats	116.82 Mcs. A 137.7 Common B 142.74 Mcs. C

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Task Group 80.4

FREQUENCY ASSIGNMENT

Task Force Command 3290

MTB Wave 2980

Task Group Command 2020

Special Circuits 4150
575
4950

#Area Broadcast 180
2815
7765

#Force Fox 369

Task Group 80.5

MTB Wave 2980

FM Voice 30.14 Mcs.

Task Group 80.6

#Rear Link to Naples** 3555
7125

#Rear Link to Ajaccio** 2480
5265

#Force Fox 369

Beach Control Liaison - SOPA
Escort Control 3265

#Area Broadcast 180
2815
7765

#Task Force Command 3290

#TBS Voice 72.5 Mcs.

CTF 84 Assault Force Command* 2680
Assault Force Voice* 2860

CTF 85 Assault Force Command* 2400
Assault Force Voice* 2810

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Task Group 20.6 (cont'd)

FREQUENCY ASSIGNMENT

CTF-86 Assault Force Command*	3240
Assault Force Voice*	3490
CTF 87 Assault Force Command*	2820
Assault Force Voice*	2226

NOTE: * - As required to communicate with Assault Force Commanders.

** - When required for communications with Escort and Convoy Control, Ajaccio and Escort Control, Naples.

- Repeated from Appendix 1(b) for convenient reference.

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Appendix 1(d)(1)

to
ANNEX "C"
to

OPERATION PLAN NO. 4-44

1. RADIO PLAN FOR FIRE SUPPORT GROUPS

Ship	Fire Support Group Flag	OBB (US or Br)	CA	CL (US or Br)	DD (US or Br)	Radar Guard	Ships not attached SFCP's	Ships using air spot	OBB (Fr)	CL (Fr)	DL (Fr)	SFCP's Attached Ships	SFCP's unattached	Type
	X	X	X	X	X	X			X	X	X	X		SFCP (SCR 609) channel A - FM
	X													SFCP (SCR 609)* channel B - FM
	X	X	X	X	X	X			X	X	X	X		SFCP (SCR 284- AM
X	X						X	X						Common Calling circuit (ECW)
	X	X	X	X	X	X	X	X	X	X				Fire Support Gr. circuit (W/T)
	X	X	X	X	X	X	X	X	X	X	X			Attack Force Voice circuit (R/T)
	X	X	X	X	X	X				X				Air Warning (Filtered Plot)
	X	X	X	X	X	X	X	X	X	X	X			Force Tactical and warning (TBS)
	R													Flag Officers Broadcast
	X	R	R	R		R		R	R	R				OTC Fox
	R	R	R	R		R		R						Area Broadcast
	X													Attack Force GW (W/T)
						X								Radar Reporting
								X						Air Spot
	X													Air Spot Calling
	X					X								Fighter Cover VHF

* - This circuit is usually the air/ops common calling. If it is not the latter should be guarded in lieu of SFCP 'B'.

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Appendix 1(d)(1)
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FIRE SUPPORT GROUP -- FREQUENCY PLAN

	<u>ALPHA</u>	<u>DELTA</u>	<u>CAMEL</u>
Fire Support Group Circuit	390	430	464
Support Group Voice	3800	2850	3065
Assault Force Voice	2860	2810	2226
Attack Force Command	2680	2400	2820
Air Track Broadcast	2215	2215	2215
TBS Voice	72.5	72.5	72.5
Common Fire Support Calling	5100	5640	4515
Senior Officer's Broadcast	445 5340 10085	445 5340 10085	445 5340 10085
Force Fox	369	369	369
Area Broadcast	180 2815 7765	180 2815 7765	180 2815 7765
Radar Reporting R/T	34.35	34.35	34.35
Standby	2610	2610	2610

Although all S.F.C.P.'s and their attached ships are equipped with VHF FM radios, (SCR 600 series), primary communication link is still the HF AM radios (SCR 284 or similar types). This link must be established immediately upon landing, regardless of the fact that communication may already have been established by VHF.

To aid in establishing communication on the SCR 284 the following procedure shall be used: Commencing with the time that the attached party is due to land, the ship shall commence making V's and own call sign for the first four minutes of each five, tuning for the S.F.C.P. during the fifth minute on the assigned frequency. Upon hearing the V's the S.F.C.P. tunes their receiver carefully to this frequency. The transmitter is then 'zero beat' with the receiver and the ship is called. This should result in immediate establishment of communication. If it does not, the S.F.C.P. should give long calls at intervals and the ship must tune its receiver to the S.F.C.P. transmitter.

If at the end of two hours no contact has been made, the ship ceases transmitting V's and maintains a listening watch, tuning each side of the assigned frequency. If the S.F.C.P. is then heard, the above procedure is carried out.

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2. ASSAULT SHORE FIRE CONTROL FREQUENCIES.

Fire Support Groups and Shore Fire Control
Parties are assigned frequencies as follows:

Shore Fire Control Parties:

SFCP or FOO	Common Calling	AM Freq. Primary	FM 'A'	FM 'B'	Attached to
SFCP 1	5100	4670*	280-	344	Assault Batt. 3rd
SFCP 2	5100	4760*	286-	359	Div. (ALPHA)
SFCP 3	5100	4920*	308-	344	do
SFCP 4	5100	5130*	290-	359	do
SFCP 5	5100	4550	341-	359	do
SFCP 6	5100	4510	297-	359	Reserve Batt. 3rd
SFCP 7	5100	5430	310-	344	Div. do
SFCP 8	5100	5060	357-	306	Assault Batt. 3rd
SFCP 9	5100	4260*	300-	359	Div. do
SFCP 10	4515	4370*	346-	270	Assault Batt. 36th
SFCP 11	4515	5560*	309-	270	Div (CAMEL)
SFCP 12	4515	5800*	335-	270	do
SFCP 13	4515	4130*	276-	270	do
SFCP 14	4515	4105	382-	270	do
SFCP 15	4515	4385	337-	270	do
SFCP 16	4515	5430	362-	270	do
SFCP 17	4515	4550	332-	270	Reserve Batt. 36th
SFCP 18	4515	4045	345-	270	Assault Batt. 36th
SFCP 19	5640	4140*	320-	288	Assault Batt. 45th
SFCP 20	5640	4200*	339-	288	Div (DELTA)
SFCP 21	5640	4650*	279-	288	do
SFCP 22	5640	5100*	372-	288	do
SFCP 23	5640	4350*	337-	288	do
SFCP 24	5640	4030*	312-	288	do
SFCP 25	5640	4640*	378-	288	do
SFCP 26	5640	4510	277-	288	do
SFCP 27	5640	4045	284-	288	Reserve Batt. 45th
SFCP 28	5100	4045	294-	274	SSF
SFCP 29	5100	4235	366-274	274	SSF
SFCP 30	5100	4235*	379-274	274	SSF
SFCP 31	5640	5335*	388-		Airborne Div.
FOO 32	5640	4850*			do
FOO 33	5640	4170*			do
FOO 34	5100	4100			French Commandos
FOO 35	5100	4850			do
FOO 36	5100	4172			1st French Div.
FOO 37	5100	4130			do
FOO 38	5100	4550			do
FOO 39	5100	4045			do
FOO 40	5100	4370			do
FOO 41	5100	4850			3rd French Div.
FOO 42	5100	4385			do
FOO 43	5100	4000			9th French Div.
FOO 44	5100	4400			do

* These circuits are not shared with other parties at the same time.

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Change classification to
SECRET

3. SHORE FIRE CONTROL PARTY CHANNELS

S.F.C.P.'s will carry complete sets of crystals for SCR 609s as a certain amount of re-crystallization will be necessary upon reorganization of S.F.C.P. set-up on about D+ X days.

The S.F.C.P.'s of the 45th and 36th Divisions carry channel 'A' of Air/Ops (Cub) Fighting Plan on their 'B' button. This is also the Div Artillery channel with the Infantry CP's and the Battalion Fire Director centers. This provides a common channel for use by Fire Support ships. The S.F.C.P.'s of the 3rd Division carry channel 'B' of their attached Artillery Battalion Liaison on their 'B' button. The Division Artillery net of the 3rd Division does not include either the Infantry C.P. or the Air/Ops. The S.F.C.P.'s of this Division hence have no common channel with all the Fire Support ships.

4. FIRE SUPPORT SHIP CHANNEL

Fire Support ships maintain guard on the various S.F.C.P. circuits as follows:

(a) Spotting Circuits (HF W/T). A continuous watch is maintained on this circuit as long as a S.F.C.P. remains assigned, and communications can be maintained. Ships are not to close down with the S.F.C.P.'s, but may maintain a split phone watch during such periods.

(b) Common Calling (BCW) (HF W/T). This circuit is guarded continuously by S.F.C.P.'s unable to contact their assigned Fire Support Ships, by Fire Support Ships not assigned S.F.C.P.'s, and by the Commander Fire Support Group, and by S.N.E.L.O. when set up ashore. (Note: Ships unable to contact their S.F.C.P.'s on assigned frequency do not normally shift to the BCW, but should report this failure to establish communications to Commander Fire Support Group).

(c) Spotting Circuit (VHF R/T) same as (a). Ships equipped only with SCR 609's may arrange periods when the circuit may be closed down with the attached S.F.C.P., in order to conserve batteries.

(d) Common Channel (VHF R/T) for ships supporting 36th or 45th Division, same as (b). For ships attached to the 3rd Division, shift to Division Artillery A (313) when not assigned a S.F.C.P. This is guarded by Division Artillery F.D.C., each battalion F.D.C. and Commander Fire Support Group. Each ship assigned an S.F.C.P. guards, if capable of doing so, both 'A' and 'B' channels.

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~~SECRET~~
ANNEX "C" to
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Change Classification to
~~TOP SECRET~~

FIRE SUPPORT GROUP - FREQUENCY PLAN

If at the end of two hours a S.F.C.P. is unable to raise its assigned ship, it will shift to Com. F.S. Calling (BCW) and ask for instructions from Commander Fire Support Group. For later prearranged missions, S.F.C.P. will shift to BCW one hour after designated time, if unable to establish communication on the assigned frequency.

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5. Crystalization of Fire Support Ships.

(a) Ships Supporting 3rd Division.

Example I-Ship equipped with 1 SCR 608 and 1 SCR 609.

	SCR 608								
Button	1	:	2	:	3*	:	4	:	5 : 6 : 7 : 8 : 9
Frequency	313	:	318	:	280	:	344:286:308:290:341:297	:	
Use	Div. Arty	:	Air Ops.	:	SFCP:SFCP:--other:SFCP 'A'---	:		:	
		:		:	'A': 'B':	:		:	

	SCR 608	SCR 609
Button	10 : A : B :	
Frequency	310:357:300:	
Use	other SFCP:'A':	
	* Maintain Watch	

In above the Example, ship is working with SFCP #1. Other ships would use own assigned channels in buttons 3 and 4, adjusting buttons accordingly.

EXAMPLE II - COMMANDER FIRE SUPPORT GROUP.

	SCR 608						
Button	1*	:	2	:	3*	:	4 : 5 : 6 :
Frequency	313	:	280	:	308	:	349 : 286:290:
Use	Div. Arty:	:	Other:	:	SFCP:SFCP:- Other:	:	SFCP's
		:	SFCP	:	'A' : 'B':	:	

	SCR 608				SCR 609		
Button	7	:	8 : 9 : 10 :	:	A*	:	B
Frequency	391:297:310:357:	:	318	:	300	:	
Use		:		:	Air Ops:Other SFCP	:	
		:		:		:	

* Maintain Watch

EXAMPLE III - SHIP EQUIPPED WITH 2 SCR 609's.

	A* SCR 609	B	A SCR 609	B
Frequency	290	318	359	341
Use	SFCP 'A'	Air/Ops	SFCP channel 'B'	SFCP to right of own

* Maintain Watch

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(b) Ships Supporting 36th or 45th Divisions.

EXAMPLE I-- COMMANDER FIRE SUPPORT GROUP**

	SCR 608									
Button	1	:	2	:	3*	:	4	:	5	:
Frequency	270	:	343	:	396	:	309	:	335	:
Use	Div. Arty	:		:		:		:		:
	Air/Ops 'A'	:	Air/Ops	:	SFCP	:		:		:
	SFCP 'B'	:	'B'	:	Channel 'A'	:	Other	:	SFCP's	:

	SCR 608				SCR 609									
Button	6	:	7	:	8	:	9	:	10	:	A	:	B	:
Frequency	276	:	382	:	337	:	362	:	332	:	345	:	-	:
Use	--- Other SFCP's --- Other SFCP's													

- * Maintain Watch
- * * Other ships so equipped have same crystal set-up but maintain watch only on own SFCP 'A'

EXAMPLE II-- SHIPS EQUIPPED WITH 2 SCR 609s

	SCR 609		SCR 609	
Button	A	B	A	B
Frequency	343	309	270	343
Use	Channel 'A'	SFCP to right of own	Air/Ops Div. Arty Channel 'B'	Air/Ops 'B'

- * Maintain Watch

6. Air Spotting Channels.

Nine VHF and nine HF frequencies have been assigned for air spotting purposes. Spotting planes will be crystallized as follows:

111th)--- VHF Spotting Channels are on Buttons 'A' and 'B'. Two 'A' channels and one 'B' channel are assigned for Naval spotting. 'B' channel is the common channel on all planes of these squadrons.

Seafire)--- VHF Spotting Channels are on buttons 'A', 'B', and 'C'. This provides three spotting channels, all common to all planes of the squadron. For purpose of watch standing, channel 'B' will be spotting frequency whenever the other two are already in use. Seafires spotting for SITH carry a different channel "A" than other squadrons.

Appendix 1(d) ANNEX "C" plane can be identified by their call sign. See change 1 Annex 7.

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VOF-1)-- VHF Spotting Channels are on buttons 'A',
VF-74) 'B', and 'C'. Channel 'B' serves as a
common calling as with the Seafires. In
addition three HF frequencies are assigned
VOF-1 and VF-74. They will be identified
as if they were extra buttons on the VHF.
Each plane will carry one of the above
preset on its HF transmitter. Planes
can not shift these frequencies in the air.

SOCs)-- SOC's have no VHF equipment. They are
OS2Us) assigned six HF channels designated as
O, P, Q, R, S, and T. One each of these
frequencies will be assigned to each
section. The HF frequencies assigned
HELLCATS also are assigned VO-VS squadrons
and may be used as common calling channels.
VO-VS planes are able to shift in the air,
but this is not desirable if it can be
avoided.

VO-VS - SPOTTING

<u>Squadron</u>	<u>Ship</u>	<u>Plane Call Sign</u>	<u>Frequencies</u>	
			<u>Spotting</u>	<u>Group</u>
VCS	PHILADELPHIA	Bobcat Black	7370	6590
	BROOKLYN	Bobcat Red	7460	7080
	AUGUSTA*	Bobcat Green	7500	7080
VCS-7	QUINCY	Bobcat Blue	8080	6480
VOS-5	NEVADA	Bobcat Purple	8210	6590
	TEXAS	Bobcat Yellow	8340	6590

* AUGUSTA planes are carried by the PHILADELPHIA.

ARTILLERY AIR OPS ("CUB"), FREQUENCY PLAN

<u>Division</u>	<u>Channel 'A'</u>	<u>Channel 'B'</u>
3rd. Div.	318	359
		344
		378
36th Div.	270	343
45th Div.	283	274

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POST ASSAULT - GUNFIRE SUPPORT RADIO PLAN.

1. The change from Assault to Post Assault Phase cannot be sharply drawn. This plan is designed to accomplish an orderly shift over of communications during the various shifts of command and reorganization of forces both afloat and ashore. The sequence of events cannot be predicted, and this plan provides for the complete change over regardless of the order in which the following events occur:

- (a) CTF 86 assumes command of all Fire Support Groups.
- (b) The French Corps lands and commences operations.
- (c) The American Corps reaches the extreme limit of naval gunfire at the original beachhead and the gunfire missions are required only on the flanks. SFCPs are reorganized to furnish spotting for the flanks only.
- (d) Fire Support Groups are consolidated into two active groups, each supporting a flank. One or more groups may be in reserve.
- (e) Carriers withdraw and all spotting aircraft become land based.

2. The communication shifts necessitated by the above are, in general terms, as follows: (sub-paragraphs refer to those above.)

- (a) Fire Support Group Commanders secure links with former task force commanders and set up on WNTF Command circuit. All circuits within each fire support group, and all circuits required by NCWTF remain unchanged. Eventually, as task force commanders secure, the WNTF Command circuit will revert to a TF 86 group commanders circuit. Fire Support Groups and Units will cease using previously assigned call signs and assume the call signs required under TF 86 organization. Task Groups will assume this communication organization without further signal upon reporting to CTF 86.
- (b) Ships assigned to support French Corps secure SFCP circuits previously assigned and set watch on required frequency of new SFCPs in accordance with SFCP frequency plan. SFCPs assigned French Corps set up in spotting positions and establish communication with assigned ships. Commander Fire Support Group

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*STEPS being taken
to 11 Corps (48) at
up 31.3 mcs and 13 channels
1800 609's*

set watch on Common Fire Support Calling Circuit (BCW) of French Corps with Divisional and Corps NLOs. The BCW of the French Corps will be shared by the 3rd US Division until such time as the latter shifts to the US Corps BCW. Ships already a part of the task group assigned to support the French require no further change in frequency plan. Ships joining from other task forces (or groups) secure previously assigned circuits and assume the frequency plan of new group upon reporting for duty.

- (c) When naval gunfire is no longer required at the original beachhead, except right flank, SFCs not withdrawing from the beachhead will recrystallize their sets in accordance with Post Assault Frequency Plan for SFCs. When this is accomplished the fact should be reported to CTF 86 and to the Commander Fire Support Group to which they are attached. All echelons of the VI US Corps keeping watch on Divisional BCWs will secure same and set watch on Corps BCW. (It will be noted that this frequency is the same as assigned the 36th Division during the assault and hence those attached this division make no actual shift.) If the SBNLO attached to the VI US Corps is set up ashore before the above reorganization takes place, he will set watch on the above circuit with CTF 86. If CTF 86 has not at this time assumed command of all fire support groups, NCWTF will be requested to assume guard on this circuit until such time as this occurs.
- (d) Upon consolidation into Left and Right Flank groups, the Left Flank group will set up the Frequency Plan of the ALPHA Fire Support Group while the Right Flank Group sets up on the Frequency Plan of the CAMEL Fire Support Group. CTF 86 will normally also be Group Commander of the Left Flank. The Fire Support ships held in reserve will revert to normal communications two (2) hours after leaving assault area. However, Group or Unit commanders of ships in reserve will maintain a continuous watch on the Task Force 86 Group Commanders circuit, regardless of their location.
- (e) Carrier based aircraft basing ashore and operating under 12th T.A.C. will recrystallize their aircraft by removing their previously assigned 'B' crystal and replacing with the common 'B' channel of the 111th Recco/Squadron (119.7 mcs). 'D' channel will be replaced by such operational channel as required. Their previously assigned call signs and remaining spotting channels remain unchanged. Fire Support Force and Group Commanders will guard link with airfield upon planes becoming shore based. SOCs shore based will use same spotting channels as when ship-based. They will be reached at base through normal naval channels.

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3. Post Assault Shore Fire Control Frequencies.

Fire Support Groups and Shore Fire Control Parties are assigned frequencies as follows:

Shore Fire Control Parties:

SFCP or FOO	HF SPOTTING FREQ.	HF COMMON CALLING FREQUENCY	VHF		ATTACHED TO
			"A"	"B"	
SFCP 1	4670	4515	280	344	3rd Div (ALPHA)
SFCP 2	4760	4515	286	359	
SFCP 3	4920	4515	308	344	
SFCP 4	5130	4515	290	359	
SFCP 5	4550	4515	320	359	
SFCP 6	4510	4515	276	359	
SFCP 7	5430	4515	335	344	
SFCP 8	5060	4515	309	306	
SFCP 9	4260	4515	346	359	
SFCP 10	4370	4515	346	270	36th Div (CAMEL)
SFCP 11	5560	4515	309	270	
SFCP 12	5600	4515	355	270	
SFCP 13	4130	4515	276	270	
SFCP 14	4105	4515	320	270	
SFCP 15	4385	4515	290	270	
SFCP 16	5430	4515	308	270	
SFCP 17	4550	4515	286	270	
SFCP 18	4045	4515	280	270	
SFCP 19	4140	4515	320	288	45th Div (DELTA)
SFCP 20	4200	4515	280	288	
SFCP 21	4650	4515	308	288	
SFCP 22	5100	4515	290	288	
SFCP 23	4350	4515	346	288	
SFCP 24	4030	4515	286	288	
SFCP 25	4640	4515	309	288	
SFCP 26	4510	4515	335	288	
SFCP 27	4045	4515	276	288	
SFCP 28					SSF
SFCP 29					
SFCP 30					
SFCP 31					AIRBORNE
FOO 32					
FOO 33					
FOO 34					French Commandos
FOO 35					
FOO 36	4172*	5100			
FOO 37	4130	5100			1st French Division
FOO 38	4550	5100			
FOO 39	4045	5100			
FOO 40	4370	5100			3rd French Division
FOO 41	4850*	5100			
FOO 42	4385	5100			
FOO 43	4000*	5100			9th French Division
FOO 44	4400	5100			

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CALL SIGNS

1. General

This Appendix includes the following sub-sections which are distributed only to major war vessels (class 3) and higher commands.

- Appendix 2(a) - Call Signs for Navy and Air Force Spotting Aircraft.
- Appendix 2(b) - Radar Reporting Call Signs.
- Appendix 2(c) - Ground Force Headquarters Call Signs.
- Appendix 2(d) - Air Force Call Signs.

2. Refer to Appendix 8A for a general background on call signs in Mediterranean combined air-amphibious operations.

3. For call sign purposes, the operation may be divided into three stages. Use call sign systems as indicated:

(a) Prior to the assault (from sailing until assault communication plan becomes effective).

- 1) Normal call sign systems will be continued on any operating radio channels (except VHF).
- 2) Call signs from "NCWTF Operational Call Sign Book" are effective for visual and VHF voice (R/T) communications, when such communication are authorized.
- 3) Landing craft and voice radar reporting call signs as given in this appendix are effective.

(b) Assault and Post Assault Phases (until 0001 D+30, unless otherwise ordered by CinCMed or NCWTF).

- 1) Special operational call signs from "NCWTF Operational Call Sign Book" are effective for key (W/T), voice (R/T), and visual (V/S) communications.
- 2) Landing craft and special Shore Fire Control, voice radar reporting, and aircraft spotting call signs as given in this Appendix are effective.
- 3) Boat control and ship-shore call sign systems of paragraph 2(a)(3) of Appendix 8, ComNavNAW Basic Communication Plan is effective.

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(c) After 0001 D+30, or as otherwise directed

All naval forces resume their normal call signs.

4. Columns in "NCWTF Operational Call Sign Book" are effective as indicated.

<u>Period</u>	<u>Column</u>
From sailing until assault communication organization is effective. (by VH/F and V/S only)	1
Upon assuming assault communication organization, until 0500 D+2 day.	1
From 0500B D+2 until 0500B D+4	2
From 0500B D+4 until 0500B D+9	3
From 0500B D+9 until 0500B D+15	4
From 0500B D+15 until as ordered, or as otherwise directed by despatch.	1

5. Station Calls on Assault Radio Circuits

Call signs from "NCWTF Operational Call Sign Book" will be used as station call signs on all assault circuits.

6. "Landing Craft Call Signs"

Landing craft calls will be in accordance with L.C.S.B.(M) and paragraph 2(a)(2) of Appendix 8 to ComNavNAW Basic Communication Plan, quoted here for convenience.

"U.S. landing ships and craft will conform to the British procedure in formulating their W/T, R/T, and V/S call. This is in the form of an assigned letter followed by the hull number of the ship or craft. If the hull number is made up of more than 3 figures, use only the last 3 figures. If no confusion will result, only 2 figures or 1 figure need be used. The following ships and craft, British and U.S., will generate their calls as follows:

HDML Q	LCM M
LCA A	LCN N
LCC O	LCS J
LCF F	LCT Y
LCG G	LCT(R) R
LCH H	ML Q
LCI I	LST L
LCI(L)(C) I	

All followed by hull number of ship or craft."

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7. (a) Shore Fire Control Call Signs

Call signs will be effective within the Fire Support organization as shown in the following examples.

Shore Fire Control Party No. 16	FC 16
Naval Gunfire Liaison Officer No. 16	LO 16
Beedex Unit No. 16	BD 16
Fire Support Unit No. 16	FS 16*

Note: * Or use firing ship's operational call.

Fire Support Ships are to use above calls when communicating with SFCP's. They are to use voice (R/T) calls outlined in paragraph 3 of Appendix 2(a) for use on voice (R/T) air channels when spotting is done by aircraft. Call signs found in "NCWTF Operational Call Sign Book" are to be used on all other Fire Support channels.

8. Voice Radar Reporting Call Signs

Call signs to be used on voice Radar Reporting are listed in Appendix 2(b).

9. Navy and Air Force Spotting Aircraft Call Signs

Call signs for Navy and Air Force Spotting Aircraft communications are contained in Appendix 2(a).

10. Merchant Vessel Call Signs

No special operational calls have been assigned to merchant ships. These ships will use their convoy pennant or international calls as appropriate. (See Appendix 4 to Annex H).

11. Visual Call Signs

- (a) When no confusion will result from the proximity of vessels of another Navy, normal call signs may be used in the call up by U.S., British or French ships when communicating with ships of their own service. The special call signs found in "NCWTF Operational Call Sign Book" shall always be used in the address
- (b) For visual messages between U.S., British, and French ships, special call signs will be used throughout.
- (c) Landing craft will use call signs in accordance with paragraph 6 above.

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(b) British gunfire liaison officers with French Corps are assigned the following call signs on the Bombardment Calling Wave:

L066 - French Army "B" and II corps
L077 - 1st D.M.I.
L088 - 3rd D.I.A.
L099 - 9th D.I.C.

NOTE: Call signs for Senior Naval Gunfire Liaison Officer and the liaison officers with the 3rd, 36th, and 45th Divisions are found in "NCWTF Operational Call Sign Book".

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12. (Army) Ground Force Call Signs

Call signs of higher Army echelons are listed in Appendix 2(c). It will be necessary for Task Force Commanders to secure call signs of units within the corps and divisions from the signal officers of those units.

13. Air Force Call Signs

Call signs for higher Air Force echelons are listed in Appendix 2(d).

14.. Special Joint Communication Call Signs

The procedure whereby naval authorities may communicate with the 7th Army and XII Tactical Air Command, when ashore, is set forth in Appendix 3. The call signs are:

	<u>Key</u>	<u>Voice</u>
Navy Command	JJUW	-
7th Army	JJAE	-
XII Tactical Air Command (Adv)	65X	Tiller
XII Tactical Air Command (Rear)	84R	-

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CALL SIGNS FOR NAVY AND AIR FORCE
SPOTTING AIRCRAFT

1. General

Call signs used by Navy and Air Force spotting planes differ from the operational call signs in that they are code words which may or may not be followed by a number. These call signs, listed and described below, are only to be used on:

- (a) Inter F.D.O frequency (VH/F and H/F)
- (b) AirSpotting frequencies (plane to ship)
- (c) Fighter operational frequencies.

These code word call signs are only to be used on those frequencies which are directly connected with the control of aircraft. See Annex F and Appendix 1 to Annex C of this plan.

2. Voice (R/T) Call Signs

The voice (R/T) call signs listed below have been allocated. Their special use is outlined either herein or in succeeding paragraphs.

ALPACA	- HMS ATTACKER
ALPHA	- Followed by a numeral indicates a ship of the "ALPHA" gunfire support group.
ARTY	- Artillery Reconnaissance Aircraft.
BABY	- Fighter Director Ship having control regardless of codename assigned to ship.
BABY ONE	- HMS LSF (FDT) 13
BABY TWO	- HMS STUART PRINCE
BABY THREE	- HMS ULSTER QUEEN
BINGO	- Indicates a spotting plane of the carrier task group in "DELTA" area. To be followed by a color and a numeral.
BLOTTO	- Indicates a carrier based aircraft headed for its base.
BOBCAT	- Indicates an SOC plane of the gunfire support ships. To be followed by a color.

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BOXCAR	- USS CATOCTIN
BRIGADIER	- HMS ANTWERP
BUFFALO	- HMS DELHI
CAMEL	- Followed by a numeral indicates a ship of the "CAMEL" gunfire support group.
CASINO	- Fire Support Commander. This same call sign is used for all fire support commanders regardless of the area.
CLAYMORE	- Indicates an army plane of the 225th. squadron. To be followed by a color (e.g. red) and a numeral.
COLLIE	- HMS EMPEROR
COOKY	- Indicates a spotting plane of the carrier task group in "ALPHA" area. To be followed by a color and a numeral.
DELTA	- Followed by a numeral indicates a ship of the "DELTA" gunfire support group.
EGRET	- HMS CALEDON
FURY	- Photo Reconnaissance Aircraft
GAZELLE	- HMS KHEDIVE
GOLDFINCH	- HMS COLOMBO
GREYHOUND	- HMS PURSUER
MALLARD	- USS KASLAN BAY
MARTEN	- HMS ROYALIST
NARCOTIC	- Forward Air Link. Followed by numerals 1, 2, or 3 indicates the F.A.L. with the 3rd, 36th, or 45th Divisions respectively.
ORIOLE	- HMS HUNTER
PIGEON	- HMS STALKER
REINDEER	- SEARCHER
RUPERT	- Rocket Projectile Aircraft
SABU	- USS DUANE
SITKA	- Followed by a numeral indicates a ship of the "SITKA" gunfire support group.

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SNIPER	- USS BISLAYNE
SOBER	- Indicates a carrier based aircraft leaving its base.
SPARROW	- USS TULAGI
SPOONER	- Ground Support Aircraft
STATUTE	- USS BAYFIELD
TARTER	- CTF 88 (also Commander Carrier Group "A" and CTG 88.1)
TAXI	- Tactical Reconnaissance Aircraft
TOADSTOOL	- Low Patrol
TOGA	- Commander Carrier Group "B" (CTG 88.2)
TRENTOP	- High Patrol
TROJAN	- Indicates an army plane of the 11th squadron. To be followed by a color (e.g. red) and a numeral.

3. Gunfire Support Ship Call Signs (for use with aircraft only)

Call signs used by aircraft for calling gunfire support ships are derived by using the code name for the allocated ANVIL area (CAMEL, DELTA, ALPHA, and SITKA) and assigning a numeral to ships of that particular group. Destroyers as assigned will be given a 2 figure number (10 and up) by the Fire Support Commander concerned. The allocation is as follows:

<u>CAMEL FORCE</u>		<u>DELTA FORCE</u>	
CAMEL 1	- USS ARKANSAS	DELTA 1	- USS NEVADA
CAMEL 2	- USS TUSCALOOSA	DELTA 2	- USS TEXAS
CAMEL 3	- USS BROOKLYN	DELTA 3	- USS PHILADELPHIA
CAMEL 4	- USS OMAHA	DELTA 4	- FS MONTCALM
CAMEL 5	- USS ARGONAUT	DELTA 5	- FS GEORGES LEYGUES
CAMEL 6	- FS DUGUAY TROUIN	DELTA 10	- Destroyers as assigned
CAMEL 7	- FS EMILE BERTIN		
CAMEL 10	- Destroyers as assigned		

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ALPHA 1	- HMS RAMILLIES	SITKA 1	- FS LORRAINE
ALPHA 2	- USS QUINCY	SITKA 2	- USS AUGUSTA
ALPHA 3	- HMS ORION	SITKA 3	- HMS DIDO
ALPHA 4	- HMS AURORA	SITKA 4	- USS CINCINNATI
ALPHA 5	- HMS AJAX	SITKA 5	- USS MARELEHEAD
ALPHA 6	- HMS BLACK PRINCE	SITKA 6	- FS JEANNE D'ARC
ALPHA 7	- FS GLOIRE	SITKA 10	- Destroyers as
ALPHA 10	- Destroyers as	and up	assigned
and up	assigned		

4. Fighter Director Ship Call Signs

- (a) For purpose of calling Fighter Director ships, the following call signs will be used:

BABY ONE	- HMS LSF (FDT 13
BABY TWO	- HMS STUART PRINCE
BABY THREE	- HMS ULSTER QUEEN
BOXCAR	- USS CATOCTIN

- (b) For purpose of directing and control of aircraft, the call sign "BABY" will be used by all planes when calling the Fire Director ship.

(Exception: If the USS CATOCTIN becomes Fighter Director ship, it will use the call sign "BOXCAR" for fighter direction control)

5. Carrier Based Aircraft Call Signs

Call signs for carrier based aircraft are formulated by using the codeword of the carrier followed by a color to represent the flight and channel and a number to indicate the aircraft in the flight.

6. Naval Aircraft Mission Codewords and Procedure

- (a) When naval aircraft are scheduled for special missions such as for ground support, their normal call sign may be prefixed with a codeword indicating the function of their mission. The procedure for their reporting is outlined in Article 7 below. The codewords are as follows:

ARTY	- Artillery Reconnaissance Aircraft
FURY	- Photo Reconnaissance Aircraft
RUPERT	- Rocket Projectile Aircraft

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SPOONER - Ground Support Aircraft
TAXI - Tactical Reconnaissance Aircraft

- (b) Two naval tactical reconnaissance missions are scheduled for "D" day. Special call signs have been allocated for these missions and are as follows:

<u>Mission</u>	<u>Take Off</u>	<u>Route</u>	<u>Call Sign</u>
T 32	1015	3A	Rebel Red
T 33	1045	1	Rebel Blue

7. Naval Procedure on Entering Assault Area

(a) Fighters

All fighters will call the controller giving the call sign mission and whether or not they are carrying bombs (using channel "A").

For example: Hello BABY. This is REINDEER RED ONE entering area on TREETOP.

BABY - Indicates the call sign of Fighter Director ship.
REINDEER - Indicates the call sign of carrier base and its squadron.
RED - Indicates the flight and channel used by the planes while on their specific mission (See Appendix 1(b)).
TREETOP - Indicates that the planes are on high patrol.

(b) Fighter Bombers, etc.

The flight leaders will call the controller giving call sign, mission and A.O. #__ (using channel "B")

e.g., Hello BABY this is SPOONER REINDEER RED ONE entering area on AO#__ over.

BABY - Indicates the call sign of the Fire Director ship
SPOONER - Indicates the ground support aircraft.
REINDEER - Indicates the call sign of carrier base and its squadron.
RED - Indicates the flight and channel used by the planes while on their specific mission (See Appendix 1(b))
ONE - Indicates the flight leader
AO#__ - Indicates the Air Order number of their specific mission.

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The following call signs are assigned for use only on Voice (P/T) Radar Reporting Wave. Ships making voice radar reports not listed herein will use their number-letter-number operational calls.

<u>SHIP</u>	<u>CALL SIGN</u>
AJAX	BACKBONE
ARGONAUT	FROZEN
ARKANSAS	BONNETT
AUGUSTA	BROMIDE
AURORA	CARGO
BROOKLYN	CAUSTIC
CATOCTIN	BOXCAR
DIDO	DIAMOND
FDT 13 (LSF)	BABY ONE
NEVADA	EMPIRE
ORION	FANTAIL
PHILADELPHIA	FOGHORN
QUINCY	FOXHOLE
STUART PRINCE	BABY TWO
TUSCALOOSA	MATTRESS
ULSTER QUEEN	BABY THREE

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Appendix 2(b)
ANNEX "C"

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GROUND FORCE HEADQUARTERS CALL SIGNS

1. The Headquarters call signs and link signs of the principal Army commands as extracted from Item 21-13, Signal Operations Instructions, Seventh Army are shown below. Assault Force Commanders should secure call signs of units within the Corps and Divisions from the Signal Officers of those units.

HEADQUARTERS CALL SIGNS

AUGUST

UNIT	13	14	15	16	17	18	19
7th Army Adv CP (USS CATOCTIN) Afloat)	SMW	FNZ	TMZ	KKN	XNA	THS	ZAV
7th Army CP (SS HENRICO Afloat)	RWS	AIA	IPV	ODJ	UBB	GEJ	RGD
7th Army Rear Ech	MNR	WCE	CSW	IFN	LVE	TZG	KLS
7th Army Near Shore Control CP	ROP	VYA	ZSZ	IAA	UJP	DPS	HEQ
7th Army Beach Control CP	TXY	IQA	ESA	BCS	NZX	FFS	LWQ
7th Army Air Support Control	PRR	FKB	AAL	AHZ	CKI	RPE	WVM
7th Army PRU at Army CP	CSM	HXY	NGY	FTU	HCF	IFO	AAF
7th Army Photo Center	NJG	CNN	GRW	BEB	WZP	GQQ	SQW
Allied Force Hq.	RXI	ZSP	MLA	YBU	CPG	FTR	OEQ
Allied Force Hq. Adv CP	GTW	WFU	XOW	DFO	EAX	HVQ	ZSY
VI Corps CP	ELL	MVP	HBK	JMA	RRE	YFE	ZSH
II Fr Corps CP	HJQ	IME	CLL	DDU	DDQ	ART	KBS
3rd Inf Div CP	IIP	SYB	FTK	SQR	PVI	SFA	RHK
36th Inf Div CP	LJT	UYM	OJN	VFU	ILS	WQZ	FKX
45th Inf Div CP	RCD	WAC	MFD	JOQ	SLI	FNE	PKG
1st Spec Svc Force Hq	YHY	PFS	LDS	EKX	XOJ	XLT	MUY
Group de Commandos Hq	ATM	VPF	SHI	FSB	NER	EIK	OSQ
1st A/B Task Force CP	VLS	MLA	LJU	SYI	VCW	FOG	EPH
1st A/B T.F. CP to Seventh Army CP	XXE	EKD	EDM	SDI	KVE	HIM	PVK

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LINK SIGNS

AUGUST

UNIT	13	14	15	16	17	18	19
7th Army Beach Control R/L (A-16)	FRU	DGP	PUO	JOZ	VTY	CFR	OCB
VI Corps R/L to 7th Army (A-1)	XGL	YCS	ZYG	UPV	OYK	GZF	TZZ
Armee B (II Fr Corps) R/L to 7th Army (A-1)	XIW	OIE	DQV	HAU	JBA	CKH	LND
1st Spec Svc Force R/L to 7th Army	SUM	DAS	MYT	YCI	SFC	ICI	HAY
Group de Commandos R/L to 7th Army	OZU	XMW	MIU	UPT	WGA	PPI	SFK
Group de Commandos R/L to 3rd Div	ZAZ	ELW	OGT	IPO	ILE	JNJ	OEO
1st A/B T.F. CP R/L to VI Corps	CNL	MWC	BJT	AQN	REA	GIA	JEV

HEADQUARTERS CALL SIGNS

AUGUST

UNIT	20	21	22	23	24	25	26
7th Army Adv CP (USS CATOCTIN, Afloat)	MVL	IPC	HEP	MSR	AKW	TMZ	TXK
7th Army CP (USS HENRICO Afloat)	WHZ	RZE	TBH	JIT	OHY	IPV	CDW
7th Army Rear Ech	IGE	JDE	SHH	CES	GKI	CSW	HJI
7th Army Near Shore Control CP	OQJ	LJO	MDF	GNH	ZUR	ZSZ	WXD
7th Army Beach Control CP	SAH	NXQ	RGG	MHA	SPK	ESA	UNZ
7th Army Air Support Control	DYJ	KVF	WFA	JKT	VXI	AAL	KDK
7th Army PRU at Army CP	WWN	INQ	GQU	IVM	XSX	NGY	HSQ
7th Army Photo Center	NVF	NRD	WLT	KTX	GXA	GRW	KPF
Allied Force Hq	XOQ	SHD	KBN	KNF	YKV	DVH	FOV
Allied Force Hq Adv CP	TLO	LKR	RJW	IFW	EFT	AWG	LZU
VI Corps CP	ING	YID	YLU	RRE	DKP	VRF	MJR
II Fr Corps CP	ZFC	ISJ	ART	KBS	LGO	OWS	JPH
3rd Inf Div CP	TJD	DLX	XAR	ATA	JOI	IAT	VUY
36th Inf Div CP	NGB	ZKD	ABM	FKX	JRH	HMT	GYO
45th Inf Div CP	ETV	GIW	ANM	EWX	CYA	WZR	EAB
1st Spec Svc Force Hq	BPH	XMK	PIN	KOJ	JDA	FEQ	DUW
Groupe de Commandos Hq	JKX	SDV	ZPG	VLF	NGU	SHI	BMA
1st A/B Task Force CP	HXX	NWP	ZIS	VEV	VJT	LJU	FJB
1st A/B T.F. CP to Seventh Army	KNB	FFQ	VCH	HEM	JGX	EDM	EUR

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LINK SIGNS

AUGUST

UNIT	20	21	22	23	24	25	26
7th Army Beach Control R/L (A-16)	FTM	DXC	ATH	ZYI	XDH	PUO	GIF
VI Corps R/L to 7th Army (A-1)	ZBX	FRZ	LAG	OYK	MWZ	EVN	PNN
Armee B (II Fr Corps) R/L to 7th Army (A-1)	WDM	JUQ	WNN	ZAB	IVQ	DQV	FZN
1st Spec Svc Force R/L to 7th Army	NXP	MHB	UYW	SFQ	GVR	YDP	NBU
Groupe de Commandos R/L to 7th Army	PET	VHR	KPK	HRZ	LPG	MIU	XFK
Groupe de Commandos R/L to 3rd Div	LZH	IJA	TPC	BQS	YZW	OGT	XEC
1st A/B T.F. CP R/L to VI Corps	SJY	ACV	VKO	XBP	RFS	BJT	PLY

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AIR FORCE CALL SIGNS

The Air Force call signs appearing below have been extracted from Hq. XII TACTICAL AIR COMMAND S.O.I. No. 23-5 dated 25 July 1944. These call signs are effective at 0001 hours 1 August 1944.

1. Air Force, Command, and Wing Hqs. Call Signs

<u>Unit</u>	<u>W/T</u>	<u>R/T</u>
Mediterranean Allied Air Forces	D9K	
Hq. Fifteenth Air Force	27L	
Hq. Twelfth Air Force	78Z	
Mediterranean Allied Tactical Air Force	86R	
Mediterranean Allied Tactical Air Force (Italy)	69R	
A.H.Q. Malta	3CZ	
	L8S	
	UML	
	G52	
Hq. Desert Air Force (Ops)	LQ3	
	7YZ	
Desert Air Force (Adv.)	3SH	
	NM9	
Desert Air Force (Rear)	NZ1	
	Q9L	
Mediterranean Allied Coastal Air Force	21F	
Hq. Troop Carrier Command	49A	
Hq. Troop Carrier Command (Use with A/C)	93J	
Army Air Force Service Command/MTO (Adv)	45X	
Army Air Force Service Command/MTO	58J	
Fifteenth Air Force Service Command	32P	
Twelfth Air Force Service Command	23S	
XII Tactical Air Command (Adv)	65X	TILLER
XII Tactical Air Command (Rear)	84R	
62nd Fighter Wing	74J	
63rd Fighter Wing	22K	
64th Fighter Wing	95B	
87th Fighter Wing	14X	
87th Fighter Wing (Adv)	20X	
42nd Bomb Wing	25H	
57th Bomb Wing	98B	
57th Bomb Wing (Adv)	84F	
50th Troop Carrier Wing (Hq)	87A	
51st Troop Carrier Wing (Hq)	65J	
53rd Troop Carrier Wing (Hq)	09T	

Note: 87th Fighter Wing is guard for XII Tactical
Air Command (Ops) (in Corsica)

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2. Forward Fighter Control Unit Call Signs

<u>Unit</u>	<u>W/t</u>	<u>R/T</u>
Unit #1	55J	CHOWLINE
Unit #2	78U	KOSHER
Unit #3	77V	QUARRY
Unit #4	99V	CAMPOR
Unit #5	26W	DISGRACE
Unit #6	95W	DISTILL

3. Group and Squadron Aircraft R/T Call Signs

<u>Unit</u>	<u>R/T</u>
79th Ftr. Group	CHOPSTICK
85th Ftr. Sqdn.	DICKIE
86th Ftr. Sqdn.	CROWFOOT
87th Ftr. Sqdn.	TADPOLE
27th Ftr. Group	BAFFLE
522nd Ftr. Sqdn.	MOULDER
533rd Ftr. Sqdn.	NEXTYEAR
524th Ftr. Sqdn.	PARKLAND
86th Ftr. Group	CLAPTRAP
525th Ftr. Sqdn.	DOUGHBOY
526th Ftr. Sqdn.	GOODYEAR
527th Ftr. Sqdn.	DRIFTWOOD
324th Ftr. Group	DUCKBILL
314th Ftr. Sqdn.	ABROOK
315th Ftr. Sqdn.	ABYSS SPARTLE
316th Ftr. Sqdn.	ATTIC
251 (F) Wing (RAF) "A" Party	C
251 (F) Wing (RAF)	COWHORN
237th Sqdn.	DRIVA BLACKBALL
238th Sqdn.	ARSON CROSSBREED
451st Sqdn (RAF)	ABDUCT
322nd (F) Wing (RAF) "A" Party	
322nd (F) Wing (RAF)	BATMAN
154th Sqdn.	PLUTO
232nd Sqdn.	BAWBEE
242nd Sqdn.	RATFACE
243rd Sqdn.	DIGIT
324th (F) Wing (RAF)	BADGER
43rd Sqdn.	BESTROCK RIGGLES
72nd Sqdn.	BRANCHROAD MALVOI
93rd Sqdn.	BESTWAY FIRECLAY
111th Sqdn.	CHERRY
47th Bomb Group	CLIFFTOWN
84th B Sqdn.	FRIEDSPRAT
85th B Sqdn.	MATCHLESS
86th B Sqdn.	MILLWHEEL
97th B Sqdn.	MUFIT

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Group and Squadron Aircraft R/T Call Signs (cont)

<u>Unit</u>	<u>R/T</u>
4th Ftr. Group (FAF)	CANDID
2/3 Sqn. (FAF)	LEICA
2/5 Sqn. (FAF)	LULU
57th Ftr. Group	BALLOON
64th Sqn.	HITCHHIKE
65th Sqn.	KOLA
66th Sqn.	JACKPOT
111th T/R Sqn.	TROJAN
225th Sqn. (RAF)	CLAYMORE
2/33 Sqn. (FAF)	COQUETTE

4. Ground Unit XII Tactical Air Command R/T Call Sign

<u>Unit</u>	<u>R/T</u>
582nd S.A.W. Bn.	PUGDOG
593rd S.A.W. Bn.	LOOKING
82nd Ftr. Cont. Sqn.	DEMON
328th Ftr. Cont. Sqn.	BOVAD
2nd T.A.C. Sqn.	BEDBUG
3rd T.A.C. Sqn.	BANKNOTE
927th Sig. Bn. Sep. T.A.C.	VOLTAGE
343rd Sig. Co., Wing	GIGOT
346th Sig. Co., Wing	LATEX

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Appendix 3
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ARRANGEMENTS FOR COMMUNICATIONS BETWEEN NAVY FLAGSHIPS
AND HEADQUARTERS OF THE GROUND AND AIR FORCES
ASHORE

1. When the Ground Force headquarters have moved ashore after the assault phase of the operation, continuous communications will be required for a time between the SOPA (Navy) and HQ 7th Army; later there may be intermittent need for radio communications between the SOPA(Navy) and the Senior Ground Force Commander in the area ashore. There will be a similar need, at times, for communications between the SOPA(Navy) and the HQ 12th Tactical Air Command. Such ship-shore communications are provided for as follows:

(a) SOPA(Navy) - HQ 7th Army

Continuous watch after establishment.

Frequency - 1570 kcs CW(W/T).

Call signs - { SOPA(Navy) JJUW
HQ 7th Army JJAE

Secure when no longer required.

(b) SOPA(Navy) - HQ of Senior Ground Force Commander
in area

To establish communications:

- 1) SOPA(Navy) call Ground Force HQ on 2875*
kcs.

* An Army command channel continuously
manned.

Ask Ground Force to establish circuit (a)
above and shift thereto.

- 2) HQ Ground Force call SOPA(Navy) on
3290 ** kcs.

** - Navy Task Force Commanders
circuit continuously manned.

Ask SOPA(Navy) to establish circuit (a)
above and shift thereto.

- 3) Call signs - use call signs in (a) above.

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(c) SOPA(Navy) - HQ 12th T.A.C.

To establish communications:

- 1) SOPA(Navy) call HQ 12th TAC on 3450/5755***
or 3040/5160.

*** - Both are Air Force command
channels, continuously manned.

Deliver traffic and secure.

- 2) HQ 12th TAC call SOPA(Navy) on 3290 # kcs.

- Ask SOPA(Navy) to establish
circuit (c)(1) above and shift
thereto.

- 3) Call signs - { SOPA(Navy) JJUW
HQ 12th TAC 65X

2. Cryptographic channels for inter-service use are
listed in Table I to Appendix 3 to Basic Communication Plan
and in Appendix 4 of this Annex.

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Appendix 4
to
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PUBLICATIONS

1. This appendix contains the following sub-sections:

- App. 4(a) Geographical Supplement to "Combined Assault Code".
- App. 4(b) "Spare Vocabulary List" for "Combined Assault Code".
- App. 4(c) Geographical Supplement to "BR 996".
- App. 4(d) Extracts from "Table of Lettered Coordinates".
(Used in connection with SHAD and HELP messages and minesweeping reports).
- App. 4(e) Mediterranean Holders of CCM.
- App. 4(f) Additions to "CWNTF Voice Vocabulary".

Supplements to codes will be inserted in the basic codes. Sections (a), (b), (c), and (f) above, however, shall not be inserted until after sailing.

2. All naval vessels engaged in ANVIL hold combined assault cryptographic publications as indicated in Table I, Appendix 3, ComNavNAW Basic Communication Plan. U.S. Naval vessels will hold other publications in accordance with paragraphs 1 and 2 of that appendix. Royal Navy vessels and French, Greek, Polish naval vessels with British liaison officers on board hold other publications in accordance with MWCO. (Note that Table I, mentioned above, has been reissued with modifications in Change No. 4 to ComNavNAW Basic Communication Plan).

3. As a guide for U.S. vessels in preparing the reduced holdings specified in paragraph 2(a) of Appendix 3 to ComNavNAW Basic Communication Plan, three supplementary tables (VI, VII, and VIII) are included in this appendix. These tables show the effective editions of U.S., British and British-U.S., and Combined Communication Board Publications (CCBP) respectively. Tables VI, VII, and VIII are to be used in conjunction with Tables I, II, and III of Appendix 3 of the Basic Communication Plan.

4. Normal cryptographic channels will be employed until the "assault" communication organization and frequency plan is made effective, at which time all "assault" cryptographic publications are effective. Normal crypto-channels

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will be resumed at 0001 D / 30, unless otherwise directed by CinCMed or NCWTF. As an exception to this rule, messages employing assault publications may be passed after sailing, by voice (R/T) or visual (V/S) when communication by these methods is authorized.

5. (a) U.S. Navy commands will use only those cryptographic systems listed in Table I, Appendix 3, ComNavNAW Basic Communication Plan for operational traffic during the period (D to D / 30 day) indicated in paragraph 4.

(b) Commands of other navies may use other cryptographic systems as desired, for communications between themselves. Such other systems are not to be used with commands of the U.S. Navy.

6. For all cryptographic purposes, French, Dutch, Greek, and Polish battleships, cruisers, and destroyers may be considered in the same category as a British ship of the same type since British liaison officers are aboard all these units. In addition, French battleships, cruisers, and destroyers will have CSP 1511/12 series available through the U.S. Navy communication liaison officer on board. (See Table I of Appendix 3 to ComNavNAW Basic Communication Plan.) Cryptographically, French sloops are classed as British minor war vessels.

7. In all cases use the cryptographic system of the greatest security held by all actual and potential addressees. Hard and fast rules concerning cryptographic security of assault publications cannot be given, but the following information will serve as a guide.

(a) CCBP 0102 and CCBP 0131 are high grade systems to which all messages may be entrusted. It is essential, however, that CCM traffic be as evenly distributed as possible among the CCM channels available. In this connection attention is directed to the fact that CCBP 0131 has two settings, one for secret (and top secret) and one for confidential (and restricted) messages. Overclassification will place an unnecessarily heavy load on the secret setting.

(b) CSP 1511/12 provides good security for all messages. To realize its full cryptographic security, however, it must be used in strict conformity with instructions for its operation. When practicable, it should always be used in preference to the "Combined Assault Code".

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- (c) The "Combined Assault Code" is a low-grade system and cannot be relied upon to provide lasting security to messages encrypted in it. It may be used freely for the passing of tactical information whose operational value is a matter of hours. It should not be used for the passing of information which would still be of vital interest to the enemy two or three days later. With the wide distribution of the "Combined Assault Code" the possibility of its physical compromise must also be borne in mind.

8. The mechanical failure of a CCM is to be reported at once to the task force commander, who shall ensure its immediate repair and who shall arrange for the reencryption of important messages to the vessel concerned while the CCM remains inoperative.

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TABLE VI

EFFECTIVE EDITIONS OF U.S. CRYPTOGRAPHIC PUBLICATIONS

<u>CSP</u> <u>NUMBER</u>	<u>CHANNEL</u>	<u>Edition</u> <u>in Force</u> <u>1 August</u>	<u>Periodic change of</u> <u>Edition (subject to</u> <u>change by CNO)</u>	<u>AUTHORITY</u>
812	161	J	1/10/44 (Quar.)	CSPM 529
817	None	B	when directed	CSPM 529
820	None	C	when directed	CSPM 529
847	None	B	when directed	CSPM 529
890	None	A	when directed	CSPM 547
953	None	A	when directed	CSPM 529
1100	None	C	when directed	CSPM 547
1117	121	Now	when directed	CSPM 529
1153/54	126	Q	1st every month	CSPM 529
1224	121	Z	1st every month	CSPM 529
1245/46	123	S	1st every month	CSPM 529
1271	164	BY	1st, 11th, 21st, monthly	CSPM 529
1334	122	Now	when directed	CSPM 529
1338	4	Now	when directed	CSPM 529
1365	182	Now	when directed	CSPM 529
1419/20	129	S	1st every month	CSPM 529
1465	None	AE	1st every month	CSPM 529
1466	None	C	when directed	CSPM 529
1467	None	B	when directed	CSPM 529
1468	None	AE	1st every month	CSPM 529
1501	None	B	when directed	CSPM 529
*1511/12	None	*DC	DD becomes effective 1/9/44	This Appendix
1524	171	None	Retain (B) ROB	CSPM 529
1525/26	171	None	Retain (X) ROB	CSPM 529
1604	127	AU	1st every month	CSPM 529
1606	130	IQ	IS becomes effective 1/9/44	This Appendix
1625	None	None	Retain ROB	CSP 1625
1627	182	D	1st every month	CSPM 529
1721	122	B	1st every month	CSPM 529
1730	4	B	1st every month	CSPM 529
1750	171	Device	when directed	CSPM 529
1751	171	A	when directed	CSPM 529
1752	171	A	1st every month	CSPM 529
1756	171	Device	when directed	CSPM 529
1765	None	A	when directed	CSPM 529
1772	None	A	when directed	CSPM 529
1774	None	B	when directed	CSF 1774B
1789/90	None	I	1/9/44 (Quar.)	CSPM 529
1806	None	J	1st every month	CSPM 529
1811	None	Now	when directed	CSPM 529
1833	189	J	1st every month	CSPM 529

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TABLE VI (cont'd)

<u>CSP</u> <u>NUMBER</u>	<u>CHANNEL</u>	<u>Edition</u> <u>in Force</u> <u>1 August</u>	<u>Periodic change of</u> <u>Edition (subject to</u> <u>change by CNO)</u>	<u>AUTHORITY</u>
1835	54	J	1st every month	CSPM 529
1846	None	Now	when directed	CSPM 529
1941	None	Now	when directed	CSP 1941
1966	123	EG	1st every month	CSPM 529
2156	None	None	Edition (B) ROB	CSPM 529
2465	None	(1)&(2)	Distributed to date	CSPM 529
MBC	None	Now	No ROB	This Appendix

* - Special Assault publication.

TABLE VII

EFFECTIVE EDITIONS OF BRITISH AND BRITISH U.S. PUBLICATIONS

<u>PUBLICATION</u>	<u>Edition</u> <u>in Force</u> <u>1 August</u>	<u>Periodic Change</u> <u>(Subject to change</u> <u>by Admiralty)</u>	<u>AUTHORITY</u>
SD 158	(4)	By despatch	CRPM 1039
BR 637	Now	By despatch	CRPM 1039
BR 777	Now	By despatch	CRPM 1039
BR 996	Now	By despatch	Med.Sta.880B
SP 02169	34	1st every month	CRPM 1039
SP 02182	(4)	By despatch	CRPM 1039
SP 02193/4	(44)	Monthly on 15th	AGM 404A
SP 02220	(3)	when directed	CRPM 1039
SP 02272	(31)(32)	EFF 20 July, (32) (33) effective 20 Sept.	CRPM 1039
SP 02274	26	1st every month	CRPM 1039
SP 02281/2	Now	By despatch	CRPM 1039
SP 02308	(20)	By despatch	CRPM 1039
SP 02312	(4)	when directed	CRPM 1039
SP 02329	Now	when directed	CRPM 1039
SP 02376	(2)	when directed	CRPM 1039
SP 2377	(2)	when directed	CRPM 1039
SP 02379	108	1st every month	CRPM 1039
SP 02380	108	1st every month	CRPM 1039
SP 2405	Now	when directed	CRPM 1039
SP 02421	---	when directed, will replace SP 02485	Med.Sta.490B
SP 02433	AL	1st every month	MWCO 27
SP 02440	(2)	when directed	CRPM 1039
SP 02441-4,7	Now	when directed	CRPM 1039

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ANNEX "C" to
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TABLE VII (cont'd)

<u>PUBLICATION</u>	<u>Edition in Force 1 August</u>	<u>Periodic Change (Subject to change by Admiralty)</u>	<u>AUTHORITY</u>
SP 02445	Now	when directed	CRPM 1039
SP 02446	A	when directed	CRPM 1039
SP 02446	(2)	when directed	CRPM 1039
SP 2479	Now	when directed	CRPM 1039
SP 02484	---	By despatch	Med.Sta.881B
SP 02485	---	By despatch	Med.Sta.490B
SP 2489	(3)	when directed	CRPM 1048
SP 2490	(9)	1st every month	AGM 155A
SP 02504	Frame	when directed	CRPM 1039
SP 02509	Now	when directed	CRPM 1039
SP 02522/3	Now	when directed	AGM 302A
SP 02522/3	M(1) Now	when directed	AGM 302A
SP 02524/5	Now	when directed	AGM 302A
SP 2535	(1)	when directed	CRPM 1048
SP 2536	(2)	1st every month	CRPM 1048
SP 2537	--	(16) effective 1 Sept.	Med.Sta.880B
SP 2539	(14)	Superseded by 2537(16)	Med.Sta.880B
SP 2550	Now	when directed	CRPM 1039

Meteorological Publications

SP 02240	(2)	when directed	CRPM 1039
SP 2545	Frame	when directed	CRPM 1039

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TABLE VIII

EFFECTIVE EDITIONS OF CCBP's

<u>PUBLICATION</u>	<u>Edition in Force 1 August</u>	<u>Periodic Change (Subject to change by Admiralty)</u>	<u>AUTHORITY</u>
*CCBP 0101	5	1st every month	CSPM 529
*CCBP 0102	5	1st every month	CSPM 529
CCBP 0122-B	9	1st every month	Per Theater Instructions
*CCBP 0122-B	*6	Not effective after 0001 D / 5	Per Theater Instructions
*CCBP 0130-B	*2	Superseded by B-3 at 0001 D / 5. B-4 will supersede B-3 when directed by NCWTF.	Per Theater Instructions
*CCBP 0131	5	1st every month	CSPM 529

* - Assault Publications. Edition 6 of CCBP 0122 has been set aside for Operation ANVIL. This edition as well as edition B-2 of CCBP 0130 will become effective at 0001 sailing date for ~~W/T~~ and voice (R/T) circuits, but not until "D" day for key (W/T) circuits.

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ANNEX "C" to
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Appendix 4(a)
to
ANNEX "C"
to

Operational Plan No. 4-44

Change Classification to

~~CONFIDENTIAL SECRET~~

Geographical Supplement to Combined Assault Code

1. Geographical locations as listed herein are to be inserted in Combined Assault Code. The most easterly location (Cannes) is listed first and those listed thereafter are in sequence corresponding to their actual geographical sequence to the westward along the southern coast of France. The more important places are underlined to assist in locating the lesser ones in between.

2. Geographical locations numbered 170-183 are also to be inserted in their appropriate place. They are locations on the Mediterranean station other than the coast of France.

East to West

Geo. 1. Cannes	Geo. 33. Lauvette (Pointe de la)
Geo. 2. Tray	Geo. 34. La Tete Noire
Geo. 3. Maubois (Calanque de)	Geo. 35. La Tourterelle (Pointe de)
Geo. 4. Cap Roux (Pointe du)	Geo. 36. La Gaillarde
Geo. 5. St. Barthelemy	Geo. 37. La Calle (Pointe de)
(Calanques de)	Geo. 38. Issambres (Pointe des)
Geo. 6. Antheor (Calanques d')	Geo. 39. Arpillon (Pointe de l')
Geo. 7. Antheor (Pointe d')	Geo. 40. St. Peire Sur Mer
Geo. 8. Vieilles (Ile des)	Geo. 41. La Garonette (Station)
Geo. 9. Antheor	Geo. 42. La Garonette (Plage)
Geo. 10. Baumette (Pointe de la)	Geo. 43. La Nartelle
Geo. 11. Agay	Geo. 44. Sardineau (Cap)
Geo. 12. Agay (Rade d')	Geo. 45. Madrague (Calanque de la)
Geo. 13. Camp Long (Pointes du)	Geo. 46. <u>Ste. Maxime</u>
Geo. 14. Drammont (Cap)	Geo. 47. <u>La Croisette</u>
Geo. 15. Drammont	(Calanque de la)
(Semaphore et Tour du)	Geo. 48. La Croisette (Pointe de)
Geo. 16. <u>Drammont</u> (Pointe du)	Geo. 49. Grande Pointe
Geo. 17. Or (Ile d')	Geo. 50. Pointe Megre
Geo. 18. Boulouris (Plage de)	Geo. 51. Beauvallon
Geo. 19. Boulouris	Geo. 52. St. Pons les Mures
Geo. 20. Cadeous (Pointe des)	Geo. 53. La Foux
Geo. 21. Lion de Terre	Geo. 54. Pinede (Pointe de le)
Geo. 22. Lion de Mer	Geo. 55. St. Tropez (Golfe de)
Geo. 23. St. Raphael (Baie de)	Geo. 56. <u>St. Tropez</u>
Geo. 24. <u>St. Raphael</u>	Geo. 57. Canebiers (Baie des)
Geo. 25. <u>Frejus</u> (Plage de)	Geo. 58. St. Pierre (Cap)
Geo. 26. <u>Frejus</u>	Geo. 59. Rabiou (Pointe de)
Geo. 27. <u>Frejus</u> - St. Raphael	Geo. 60. Rabiou (Calanque de)
(Aerodrome de)	Geo. 61. Ay (Pointe de l')
Geo. 28. Romains (Calanques des)	Geo. 62. St. Tropez (Cape de)
Geo. 29. Villepey	Geo. 63. La Croisette (Ile de)
Geo. 30. Calanque du Pont de Bois	Geo. 64. Capon (Pointe de)
Geo. 31. St. Aygulf	Geo. 65. Pinet (Cap du)
Geo. 32. Calanque des Corailleurs	Geo. 66. Pampelonne (Anse de)

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East to West

Geo. 67. Bonne Terrasse (Pointe de la)	Geo. 119. Tour Fondue (Pointe de l.)
Geo. 68. Camarat (Cap)	Geo. 120. Grand Ribaud (Ile du)
Geo. 69. Portes (Rocher des)	Geo. 121. Toulon
Geo. 70. Escudelier (Roche)	Geo. 122. Levant (Ile du)
Geo. 71. Canadel (Pointe)	Geo. 123. Titan (Phare du)
Geo. 72. Cartaya (Cap)	Geo. 124. Calle Rousse (Pointe de)
Geo. 73. Briande (Baie de)	Geo. 125. Castellias (Pointe du)
Geo. 74. Lardier (Cap)	Geo. 126. Grand Avis (Pointe du)
Geo. 75. Andati (Pointe)	Geo. 127. Maupertuis (Pointe)
Geo. 76. Dubreuil (Pointe)	Geo. 128. Grande Calanque
Geo. 77. Vergeron (Pointe)	Geo. 129. Le Grand Cap
Geo. 78. Cavalaire (Baie de)	Geo. 130. L'Huile (Calanque de)
Geo. 79. Cavalaire Sur Mer	Geo. 131. Liserot (Anse du)
Geo. 80. Cavalaire (Pointe de)	Geo. 132. Arete (Pointe de)
Geo. 81. Cavalaire (Cap)	Geo. 133. Port - Cros (Ile de)
Geo. 82. Bon Porteau (Pointe de)	Geo. 134. Port Man (Pointe de)
Geo. 83. La Nasque (Pointe de)	Geo. 135. Port Man (Anse de)
Geo. 84. La Chappe (Pointe de)	Geo. 136. La Palu (Baie de)
Geo. 85. Le Figuier	Geo. 137. Miladou (Pointe du)
Geo. 86. Rayol (Plage du)	Geo. 138. Moulinavent (Cap du)
Geo. 87. Pointe de Locuelle	Geo. 139. Port Cros (Rade de)
Geo. 88. Pramouquier	Geo. 140. Malalongue (Pointe de)
Geo. 89. Negre (Cap)	Geo. 141. Valcon (Pointe du)
Geo. 90. Capnegre (Plage du)	Geo. 142. Bagaud (Ile de)
Geo. 91. Cavaliere (Anse de)	Geo. 143. Porquerolles (Ile de)
Geo. 92. Cavaliere	Geo. 144. Medes (Cap des)
Geo. 93. Lays (Pointe de)	Geo. 145. Lequin (Pointe)
Geo. 94. Aigue - Belle	Geo. 146. Porquerolles (Rade de)
Geo. 95. La Fossette	Geo. 147. Bon Renaud (Anse)
Geo. 96. St. Clair	Geo. 148. Rousset (Cap)
Geo. 97. Nard Viou	Geo. 149. Petit Langoustier (Ile du)
Geo. 98. Le Lavan Dou	Geo. 150. Breganconnet (Pointe du)
Geo. 99. Bormes	Geo. 151. Cap D'Arme
Geo. 100. Bromes (Rade de)	Geo. 152. Pointe Rouge
Geo. 101. Gouron (Pointe de)	Geo. 153. Gros Saignet
Geo. 102. Gau (Pointe du)	Geo. 154. Lagalere (Pointe de)
Geo. 103. Gau (Baie du)	
Geo. 104. Esquillette (Pointe de)	
Geo. 105. Cris (Pointe du)	Geo. 170. Ajaccio
Geo. 106. Benat (Cap)	Geo. 171. Algiers
Geo. 107. Blanc (Cap)	Geo. 172. Bastia
Geo. 108. La Tripe (Pointe de)	Geo. 173. Bizerta
Geo. 109. La Calero (Pointe de)	Geo. 174. Bone
Geo. 110. Bregancon (Cap et Fort de)	Geo. 175. Bougie
Geo. 111. Les Niouvelles	Geo. 176. Cagliari
Geo. 112. Les Bormettes	Geo. 177. Calvi
Geo. 113. La Londe les Maures	Geo. 178. Gibraltar
Geo. 114. Hyeres (Rade d')	Geo. 179. Ile Rousse
Geo. 115. Les Salins d' Hyeres	Geo. 180. Malta
Geo. 116. Hyeres (Ville d')	Geo. 181. Maddalena
Geo. 117. Hyeres (Aerodrome)	Geo. 182. Naples
Geo. 118. Esterel (Cap de)	Geo. 183. Nisida

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Change Classification to
~~CONFIDENTIAL~~ on D day

East to West

Geo. 184. Oran
Geo. 185. Palermo
Geo. 186. Philippeville
Geo. 187. Salerno
Geo. 188. Taranto

"3- This supplement to be used only in messages addressed to the Allied Navies. The Army and Air Forces do not hold this supplement.

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ANNEX "C" to
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Change classification to
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Appendix 4(b)
to
ANNEX "C"
to
OPERATION PLAN NO. 4-44

"SPARE VOCABULARY LIST" FOR "COMBINED ASSAULT CODE"

1. Insert the attached list of "spares" in the appropriate section of the Combined Assault Code (page 53). This list remains effective with editions B2, B3, and B4.

Spare Voc.	1.	Admiral CUNNINGHAM
"	2.	V. Adm. HEWITT
"	3.	R. Adm. DAVIDSON
"	4.	R. Adm. DEYO
"	5.	R. Adm. LEWIS
"	6.	R. Adm. LOWRY
"	7.	R. Adm. BRYANT
"	8.	R. Adm. MANSFIELD
"	9.	R. Adm. TROUBRIDGE
"	10.	R. Adm. DURGIN
"	11.	R. Adm. MOON Lewis
"	12.	R. Adm. RODGERS
"	13.	R. Adm. JAUJARD
"	14.	Commodore EDGAR
"	15.	General WILSON
"	16.	M. Gen. PATCH
"	17.	M. Gen. TRUSCOTT
"	18.	M. Gen. O'DANIEL
"	19.	M. Gen. DAHLGQUIST
"	20.	M. Gen. EAGLES
"	21.	M. Gen. CANNON
"	22.	B. Gen. SEVILLE
"	23.	B. Gen. FREDERICK
"	24.	B. Gen. WHITE
"	25.	Colonel WALKER
"	26.	Gen. de Lattre de TASSIGNY
"	27.	Gen. MARTIN
"	28.	Lt. Col. BOUVET

"2- This supplement is to be used only in messages addressed to the Allied Navies. The Army and Air Forces do not hold this supplement.

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ANNEX "C" to
OPERATION PLAN NO. 4-44

Appendix 4(c)

to

ANNEX "C"

to

Operational Plan No. 4-44

Change Classification to

RESTRICTED on D day

Geographical Supplement to BR 996

1. Geographical locations as listed herein are to be inserted in BR 996. The most easterly location (Cannes) is listed first and those listed thereafter are in sequence corresponding to their actual geographical sequence to the westward along the southern coast of France. The more important places are underlined to assist in locating the lesser ones in between.

2. Insert the below listed locations in Column 7.

East to West

- | | |
|---|--|
| 1. Cannes | 37. La Calle (Pointe de) |
| 2. <u>Tray</u> | 38. Issambres (Pointe des) |
| 3. Maubois (Calanque de) | 39. Arpillon (Pointe de l') |
| 4. Cap Roux (Pointe du) | 40. St. Peipe Sur Mer |
| 5. St. Barthelemy (Calanques de) | 41. La Garonette (Station) |
| 6. Antheor (Calanques d') | 42. La Garonette (Plage) |
| 7. Antheor (Pointe d') | 43. La Nartelle |
| 8. Vieilles (Ile des) | 44. Sardineau (Cap) |
| 9. <u>Antheor</u> | 45. Madrague (Calanque de la) |
| 10. Baumette (Pointe de la) | 46. <u>Ste. Maxime</u> |
| 11. Agay | 47. <u>La Croisette</u> (Calanque de la) |
| 12. Agay (Rade d') | 48. La Croisette (Pointe de la) |
| 13. Camp Long (Pointes du) | 49. Grande Pointe |
| 14. Drammont (Cap) | 50. Pointe Negre |
| 15. Drammont (Semaphore et Tour du) | 51. Beauvallon |
| 16. <u>Drammont</u> (Pointe du) | 52. St. Pons les Mures |
| 17. Or (Ile d') | 53. La Foux |
| 18. Boulouris (Plage de) | 54. Pinede (Pointe de le) |
| 19. Boulouris | 55. St. Tropez (Golfe de) |
| 20. Cadeous (Pointe des) | 56. <u>St. Tropez</u> |
| 21. Lion de Terre | 57. Canebiers (Baie des) |
| 22. Lion de Mer | 58. St. Pierre (Cap) |
| 23. St. Raphael (Baie de) | 59. Rabiou (Pointe de) |
| 24. <u>St. Raphael</u> | 60. Rabiou (Calanque de) |
| 25. Frejus (Plage de) | 61. Ay (Pointe de l') |
| 26. <u>Frejus</u> | 62. St. Tropez (Cap de) |
| 27. Frejus - St. Raphael (Aerodrome de) | 63. La Croisette (Ile de) |
| 28. Romains (Calanques des) | 64. Capon (Pointe de) |
| 29. Villepey | 65. Pinet (Cap du) |
| 30. Calanque du Pont de Bois | 66. Pampelonne (Anse de) |
| 31. St. Aygulf | 67. Bonne Terrasse (Pointe de la) |
| 32. Calanque des Corailleurs | 68. Camarat (Cap) |
| 33. Lauvette (Pointe de la) | 69. Portes (Rocher des) |
| 34. La Tete Noire | 70. Escudelier (Roche) |
| 35. La Tourterelle (Pointe de) | 71. Canadel (Pointe) |
| 36. La Gaillarde | 72. Cartaya (Cap) |

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ANNEX "C"

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Change Classification to

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East to West

- | | |
|-----------------------------|-------------------------|
| 73. Briande (Baie de) | 85. Le Figuier |
| 74. Lardier (Cap) | 86. Rayol (Plage du) |
| 75. Andati (Pointe) | 87. Pointe de Lecuelle |
| 76. Dubreuil (Pointe) | 88. Pramousquier |
| 77. Vergeron (Pointe) | 89. Negre (Cap) |
| 78. Cavalaire (Baie de) | 90. Capnegre (Plage du) |
| 79. Cavalaire Sur Mer | 91. Cavaliere (Anse de) |
| 80. Cavalaire (Pointe de) | 92. Cavaliere |
| 81. Cavalaire (Cap) | 93. Lays (Pointe de) |
| 82. Bon Porteau (Pointe de) | 94. Aigue - Belle |
| 83. La Nasque (Pointe de) | 95. La Fossette |
| 84. La Chappe (Pointe de) | 96. St. Clair |
| | 97. Nard Viou |

3. Insert the below listed locations in Column 8.

- | | |
|---------------------------------|--------------------------------|
| 1. <u>Le Lavan Dou</u> | 35. Maupertuis (Pointe) |
| 2. Bormes | 36. Grande Calanque |
| 3. Bormes (Rade de) | 37. Le Grand Cap |
| 4. Gouron (Pointe de) | 38. L'Huile (Calanque de) |
| 5. Gau (Pointe du) | 39. Liserot (Anse du) |
| 6. Gau (Baie du) | 40. Arete (Pointe de) |
| 7. Esquillette (Pointe de) | |
| 8. Cris (Pointe du) | 45. Port - Cros (Ile de) |
| 9. <u>Benat</u> (Cap) | 46. Port Man (Pointe de) |
| 10. Blanc (Cap) | 47. Port Man (Anse de) |
| 11. La Tripe (Pointe de) | 48. La Palu (Baie de) |
| 12. La Galere (Pointe de) | 49. Miladou (Pointe du) |
| 13. Bregancon (Cap et Fort de) | 50. Moulinavent (Cap du) |
| 14. Les Niouvelles | 51. Port Cros (Rade de) |
| 15. Les Bormettes | 52. Malalongue (Pointe de) |
| 16. La Londe les Maures | 53. Valcon (Pointe du) |
| 17. Hyeres (Rade d') | |
| 18. <u>Les Salins d' Hyeres</u> | 55. Bagaud (Ile de) |
| 19. Hyeres (Ville d') | |
| 20. Hyeres (Aerodrome) | 60. Porquerolles (Ile de) |
| 21. Esterel (Cap de) | 61. Medes (Cap des) |
| 22. Tour Fondue (Pointe de la) | 62. Lequin (Pointe) |
| 23. Grand Ribaud (Ile du) | 63. Porquerolles (Rade de) |
| 24. Toulon | 64. Bon Renaud (Anse) |
| | 65. Rousset (Cap) |
| 30. Levant (Ile du) | 66. Petit Langoustier (Ile du) |
| 31. Titan (Phare du) | 67. Breganconnet (Pointe du) |
| 32. Calle Rousse (Pointe de) | 68. Cap D'Arme |
| 33. Castellias (Pointe du) | 69. Pointe Rouge |
| 34. Grand Avis (Pointe du) | 70. Gros Saignet |
| | 71. Lagalere (Pointe de) |

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ANNEX "C" to
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Change Classification to
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Appendix 4(d)
to
ANNEX "C"
to
OPERATION PLAN NO. 4-44

EXTRACT FROM "TABLE OF LETTERED COORDINATES"
From SP 02274(26) and (27)

LAT.	AUGUST		SEPTEMBER	
	TABLE I	TABLE II	TABLE III	TABLE IV
	Edit.(26) 1-15	Edit.(26) 16-31	Edit.(27) 1-15	Edit.(27) 16-30
40°N	RT	KH	VK	GZ
41°N	PV	ZK	XC	MF
42°N	FH	NM	HF	XG
43°N	QD	XG	MH	TK
44°N	TF	GQ	TH	PB
45°N	NB	RB	DP	XS
-----	-----	-----	-----	-----
LONG.				
2°E	FU	MD	ZH	CM
3°E	BN	XV	SL	TB
4°E	YQ	AW	VT	ZM
5°E	PE	DD	HB	YM
6°E	GW	GA	AP	AQ
7°E	BR	PV	JE	ME
8°E	MU	FW	TW	HF
9°E	SA	TE	BV	XD
10°E	VE	QP	YY	VQ
11°E	RY	YX	RX	ET
12°E	QS	VV	XM	YK

Explanatory Notes:

1. This method of reporting positions may be used by the U.S. Navy, Royal Navy and R.A.F. in conjunction with the self evident code. It is used by ships in "HELP" "SHAD" and "TOAST" messages.
2. This system is in no way related to MAFOG and shall not be used in connection with radar reports.
3. Note that intersection upon which position is based is always that South and West of position which it is desired to indicate.
4. Points of intersection of parallels with lettered meridians are denoted by a 4 letter group.

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Appendix 4(d)
ANNEX "C"

File No.
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~~TOP SECRET~~
~~FROM~~ ULTRA SECRET
ANNEX "C" to
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Change Classification to
CONFIDENTIAL on D day.

5. Letters denoting latitude always precede letters denoting longitude.
6. Figures representing minutes of latitude and longitude always are written as 4 figure group.

Example:

Using Table I:

If you are in position
"X" your position "X"
will be given as:
RTFU1230

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Change classification to
~~CONFIDENTIAL on D day.~~

Appendix 4 (e)
to
ANNEX "C"
to
OPERATION PLAN NO. 4-44

"SPARE VOCABULARY LIST" FOR "COMBINED ASSAULT CODE"

Mediterranean Holders of CCM.

Commands listed below hold CCBP 0131 series (also CSP 1833 - SP 02547 series). Those marked with an asterisk (*) also hold CCBP 0102.

1. U.S. NAVY (all major war vessels)

*NCWTF	All Battleships
*CTF 80	All Aircraft Carriers
*CTF 84	All Cruisers
*CTF 85	All Destroyers
*CTF 86	All Destroyer Escorts
*CTF 87	All Transports
*CTF 88	All Fleet Minesweepers
*All Flag Officers	All Cargo Ships
*CTG 80.6 (Com Des 8th Fleet)	All Ammunition Ships
*ComMorSeaFron	All Fleet Tankers
*Com Nob Oran	All Fleet Repair Ships
*Nav Det Naples	All Amphibious Flagships
*AATB Bizerte	All Fleet Tugs
*USN Comm. Liaison Unit, Gibraltar	NOIC Cagliari
Com Nob Palermo	Pt Base 12 - (Maddalena)
CTG 80.8	ACU 3 - Ajaccio
(ASTORIA - when estab.	ACU 4 - Calvi
(CYRIL - when estab.	ACU 5 - Bastia

2. ALLIED NAVIES (HMS unless otherwise specified)

*VAM	ACTIVE	ATTACKER
*FOWIT	ACHILLES	AURORA
*FOGMA	AJAX	BAZELEY
*CINCMED	ALCYON, L' (FS)	BEAUFORT
*CS 15	ALDENHAM	BELVOIR
*FOTALI	AL GERIEN (FS)	BENTWICK
*FO TUNISIA	AMETHYST	BICESTER
*FOWN	ANTELOPE	BIDEFORD
NOIC Maddalena	ANTWERP	BLACK PRINCE
SOIS Bastia	ARGONAUT	BLACK SWAN
ABERCROMBIE	ATHERSTONE	BLACKMORE

~~TOP SECRET~~
~~French ULTRA SECRET~~

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~~French ULTRA SECRET~~
ANNEX "C" to
OPERATION PLAN NO. 4-44

~~Change Classification to~~
~~CONFIDENTIAL on D day~~

BRECON	HOVA (FS)	RAMILLES
BROCKLESBY	HUNTER	ROYAL SCOTSMAN
BURGESS	JEANNE D'ARC (FS)	ROYALIST
BYARD	JOHAN MAURITS (D.S.)	SEARCHER
CALDER	KANARIS (G.S.)	SHIEL
CALEDON	KEREN	SIMOUN (FS)
CALPE	KHEDIVE	SIRIUS
CAMPION	KIMBERLEY	SOMALI (FS)
CATTERICK	LAMERTON	STALKER
CHIDDINGFOLD	LAUDERDALE	STUART PRINCE
CLEVELAND	LEDBURY	TEAZER
COLOMSO	LIDDESDALE	TERPETE (FS)
CRETE (GS)	LOOKOUT	TENACIOUS
CROOME	LORRAINE (FS)	TERMAGANT
DART	LOTHIAN	TERPSICHORE
DELHI	LOYAL	TERRIBLE, LE (FS)
DIDO	MALAYA	TETCOTT
DRURY	MALIN, LE (FS)	THEMISTOCLES (GS)
DUGUAY TROUIN (FS)	MIAOULES (GS)	Trombe (FS) → TROUBRIDGE
EGGESFORD	MONTCALM (FS)	TUMULT
EMILE BERTIN (FS)	MAROCAIN (FS)	TUNISIEN (FS)
EMPEROR	MYOSOTIS	TUSCAN
EXMOOR	NAVARINON (GS)	TYRIAN
FANTASQUE, LE (FS)	OAKLEY	ULSTER QUEEN
FARNDALE	ORION	UNDAUNTED
<i>Forbin (FS)</i> → FORTUNE (FS)	PHEASANT	UNDINE
FRISO (D.S.)	PINDOS (GS)	URCHIN
GARLAND (P.S.)	PRINCE DAVID	WHADDON
GEORGES LEYGUES (FS)	PRINCE HENRY	WHEATLAND
GLOIRE (FS)	PRINCESS BEATRIX	WILTON
HAYDON	PURSUER	VANOC
HEEMSKERK (D.S.)	QUANTOCK	ZETLAND

3. U.S. ARMY

*AFHQ
*AFHQ Adv CP
*AAI (US Crypt Team 2)
*Fifth Army
*CG, 7th Army

*Eighth Army
*SOS NATOUSA
*Peninsular Base Section
*Northern Base Section

4. MAAF - USAF

*AAF/MTO (US)
*AAFSC/MTO
*Twelfth Air Force
*Fifteenth Air Force
*XII Tactical Air Force

Balkan Air Force (Bari)
MATAF
XII Service Command
XV Service Command
XII AF Fighter Command

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XII AF T & R Comd
XII Tactical Air Comd
5th Bomb Wing
42nd Bomb Wing
47th Bomb Wing
49th Bomb Wing
55th Bomb Wing
57th Bomb Wing
64th Fighter Wing
67th Fighter Wing
306th Fighter Wing
62nd Fighter Wing

63rd Fighter Wing
51st Troop Carrier Wing
90th Photo Recon Wing
Ajaccio Fighter Sector
Alghero Fighter Sector
Borge Fighter Sector
Cagliari Fighter Sector
Naples Fighter Sector
Ghisonaccia Air Base
I ASAC (SP)
Rome Fighter Sector
3rd Photo Unit

5. MAAF - RAF (excluding Mideast)

*MAAF Caserta
*MAAF Algiers
*MATAF
*M.CAF
*AHQ Malta
AHQ DAF Adv & Rear
MAPR Wing
MAPR Wing Det Alghero
232 Wing
239 Wing
244 Wing
251 Wing
285 Wing
286 Wing
287 Wing
322 Wing
323 Wing
324 Wing
325 Wing
328 Wing
332 Wing
334 Wing
335 Wing
335 (Satellite Wing)
337 Wing
338 Wing
205 Bomb Gp
214 Bomb Gp

242 Bomb Gp
3 SAAF
7 SAAF
Adv SAAF HQ
9 Signal Centre
10 Signal Centre
11 Signal Centre
1 M.O.R.U.
3 MTLRU
113 MU
40 ASF
1 G R OPS Room
2 G R OPS Room
3 G R OPS Room
RAF Station Blida
RAF Station Bone
216 Group
10 Staging Post
16 Staging Post
17 Staging Post
249 Wing
284 Wing
70 MTSP
71 SP
*AACS Algiers
*AACS Casablanca
*AACS Marrakech
*AACS Oran

6. EUROPEAN THEATER (Partial only)

*SHAEP
*War Office
*Air Ministry
*Admiralty
*AEAF
*HQ SOS ETOUSA
*HQ 21st Army Grp

*HQ 1st US Army Grp
*USSTAF
*HQ 24 AACS
*HQ All Armies (Br & US)
*Eighth Air Force (US)
*Ninth Air Force (US)
*CinC Home Fleet

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ADDITIONS TO "CWNTF VOICE VOCABULARY"

1. Insert the names of the following flag and general officers in the appropriate blanks of the encode and decode sections of "CWNTF Voice Vocabulary".

Admiral CUNNINGHAM	BULLDOG
V. Adm. HEWITT	SCARLETT
R. Adm. DAVIDSON	VELVET
R. Adm. DEYO	TIGER
R. Adm. LEWIS	TEAMSTER
R. Adm. LOWRY	EINSTEIN
R. Adm. BRYANT	FULLBACK
R. Adm. MANSFIELD	DUPLEX
R. Adm. TROUBRIDGE	RIVER
R. Adm. DURGIN	ROOSTER
R. Adm. MOON	COBRA
R. Adm. RODGERS	CYPRESS
General WILSON	TRUMPET
M. General PATCH	PIGSKIN
M. General TRUSCOTT	THUNDER
M. General O'DANIEL	LEOPARD
M. General DAHLQUIST	NECKTIE
M. General EAGLES	PILGRIM
M. General CANNON	ARCHWAY
B. General FREDERICK	COWBOY
B. General WHITE	JOYRIDE

2. Enter the following words and their meaning in their appropriate section of the encode and decode sections of "CWNTF Voice Vocabulary":

FREESAILING	- Beach is clear.
HEAVE AROUND	- Resume schedule (i.e., this order cancels "TREADMILL" when it is in effect.)
LANDCRAB(S)	- Obstacles encountered on beach.
TOUCHDOWN	- Boat wave indicated has landed (i.e., "TOUCHDOWN TWO" would indicate the second wave had landed).
TREADMILL	- Boats lay to (i.e., "TREADMILL TWO" meaning boat wave two and all succeeding boat waves <u>lay to</u> until the order "HEAVE AROUND" is received).

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CONVOY CODE WORDS AND CALL SIGNS

1. Convoy code words and call signs listed herein are used as voice (R/T) and CW (W/T) calls, respectively when communicating with escorting aircraft.
2. The convoy code word is also the fighter protection code word of the convoy.
3. Refer to Appendix 1 of Section MD AFO "S" 1/44.
4. Sailing authorities must include the code word and call sign in the convoy sailing signal.
5. Assignment of code words and call signs to assault convoys. (See Annex H of this plan).

<u>CONVOY</u>	<u>SHORT</u> <u>TITLE</u>	<u>CODE WORD</u> <u>VOICE (R/T)</u> <u>CALL</u>	<u>CALL SIGN</u> <u>CW (W/T)</u> <u>CALL</u>
Naples-Salerno Slow No. 1	SS-1	PASSENGER	51ø
Naples-Salerno Slow No. 1 Section A	SS-1A	THRILLER	169
Naples-Salerno Slow No. 1 Section B	SS-1B	MILDBRED	842
Naples-Salerno Medium No. 1	SM-1	BARBECUE	881
Naples-Salerno Medium No. 1 Section A	SM-1A	ALBATROSS	3ø2
Naples-Salerno Medium No. 1 Section B	SM-1B	TERRIFIC	7ø6
Naples-Salerno Medium No. 2	SM-2	WATERMELON	744
Naples-Salerno Fast No. 1	SF-1	TRAPARTY	166
Naples-Salerno Fast No. 1 Section A	SF-1A	COENELL	178
Naples-Salerno Fast No. 1 Section B	SF-1B	DOWAGER	393
Naples-Salerno Fast No. 2	SF-2	IRREGATE	967
Naples-Salerno Fast No. 2 Section A	SF-2A	ZODIAC	115
Naples-Salerno Fast No. 2 Section B	SF-2B	FLAMINGO	684
Naples-Salerno Special No. 1	SY-1	UNCOUTH	3ø4
Taranto-Brindisi Medium No. 1	TM-1	APPETITIE	979
Taranto-Brindisi Fast No. 1	TF-1	TYPEWRITER	2ø3
Oran Medium No. 1	AM-1	DISMAL	514
CAMEL Gunfire Support Group		BEDFORD	422
DELTA Gunfire Support Group		ANNOY	675

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<u>CONVOY</u>	<u>SHORT</u> <u>TITLE</u>	<u>CODE WORD</u> <u>VOICE (R/T)</u> <u>CALL</u>	<u>CALL SIGN</u> <u>CW (W/T)</u> <u>CALL</u>
ALPHA Gunfire Support Group		THRONE	933
SITKA Gunfire Support Group		WOBBLE	160
Air Support Force		THROTTLE	795
Special Convoy No. 1		DESIRABLE	408
Special Convoy No. 2		TENDENCY	261

6. Code words and call signs assigned for use by sailing authority Ajaccio.

NATURALIST	792
ABNER	512
PANNIER	589
MAGAZINE	098
DESDEMONA	260

7. Code words and call signs assigned for use by sailing authority Calvi-Bastia.

LIGNITE	544
UNAWARE	786
ALREADY	141
PURIFY	429
SOMERSAULT	430

8. Code words and call signs assigned for use by sailing authority ANVIL Area.

<u>CODE WORD</u> <u>VOICE (R/T)</u> <u>CALL</u>	<u>CALL SIGN</u> <u>CW (W/T)</u> <u>CALL</u>	<u>CODE WORD</u> <u>VOICE (R/T)</u> <u>CALL</u>	<u>CALL SIGN</u> <u>CW (W/T)</u> <u>CALL</u>
1. DEBONAIRE	127	DALMATION	129
OCCUPY	322	POMERANIAN	217
TROUBADORE	067	MAINBRACE	722
ARGUMENT	760	NYLON	978
ANYHOW	595	TOPICAL	837
HERRICK	966	MUSCULAR	604
BLACK-OUT	268		

9. Code words and call signs assigned for use by FOWIT.

CHADBAND	770	ARMOUR	570
SPHINX	985	BELLAMY	150
THRILLER	169	STARRY	323
AGENCY	478	DOWAGER	393
TEAPARTY	166	TIBERIUS	529
WOOLSACK	874	BARBECUE	881
FLAMINGO	684	MAGGIE	910
CUBBY	751	SUSIE	931

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<u>CODE WORD</u> <u>VOICE (R/T)</u> <u>CALL</u>	<u>CALL SIGN</u> <u>CW (W/T)</u> <u>CALL</u>	<u>CODE WORD</u> <u>VOICE (R/T)</u> <u>CALL</u>	<u>CALL SIGN</u> <u>CW (W/T)</u> <u>CALL</u>
ZODIAC	115	UMBRELLA	913
TIVOLI	492	MILDRED	842
WELKIN	472	ALBATROSS	302
TERRIFIC	706	PENTAGON	075
ANACONDA	469	WOBBLE	160
UNCOUTH	304	RABBI	019
RUNABOUT	011	CORNELL	178
NESTOR	470	EUREKA	723
IRRIGATE	967	PASSENGER	510
KINDERGARTEN	805	IRONIC	631
WATER-MELON	744		

10. Code words and call signs assigned for use by
NOB Oran.

LANDOWNER	421	BATTEN	333
INHERITANCE	743	AMUSEMENT	112
DISMAL	514	CONVENT	749
ASHNUT	671	DICKINSON	508
TENDENCY	261	EXTREMITY	995

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OPERATIONAL CODE WORDS OF SPECIAL INTEREST
AND SPECIAL SIGNALS

1. Operational special code words most frequently
used on radio channels.

(a) Authorized for use throughout the Mediterranean.

ARTICHOKE	Name for an Anti-Submarine Operation (See MSC1-45).
BLUEBEARD	Calling all smoke making ships.
BROOM	A combined air-surface craft operation when the presence of a U-Boat is suspected but no definite position is given as datum (MJA0-23 Para. 5).
FORTU	Encoded message in answer to "shad" or "help" messages giving details of air cov coming to assist.
HELP	I am being attacked by enemy aircraft (See Appendix 1 to Section MD AFO S1/44).
PHANTOM	Have received enemy radar transmission (i.e. PHANTOM 310 - received enemy radar transmission at 310 degrees true bearing)
SHAD	I am being shadowed by enemy aircraft. (See Appendix 1 to Section MD AFO S1/44).
SOLARIO	An operation conducted against U-Boats (See MSC1-46).
STRANGLE	A combined aircraft-surface vessel operation when sighting has been obtained and datum position is more than 20 miles off the coastline (MJA0-23 Para. 5).
SWAMP	A combined aircraft-surface vessel operation when the position of the U-Boat is definitely known and a datum position is given within 20 miles of the coast (See MJA0-23 Para. 5).

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TOAST Have detected unidentified aircraft. (See Appendix 1 to Section MD AFO Sl/44).

TIPTREE Attack by radio controlled bombs is expected - All ships so equipped prepare to carry out countermeasures;

VERMIN Radio controlled bombs have been sighted. All ships so equipped start jamming immediately. This condition is in effect until negative VERMIN is received. (See *Appendix 7* ~~Annex 3~~ for procedure to be followed by jamming ships in this operation upon receipt of this signal).

(b) Authorized by NCWTF for use by assault forces for this specific operation.

FREESAILING Beach is clear.

HEAVE AROUND Resume schedule (i.e. This order cancels "TREADMILL" when it is in effect).

LANDCRAB (S) Obstacles encountered on beach.

~~Boat wave indicated has landed (i.e. Touchdown two would indicate the second wave had landed).~~
TOUCHDOWN

TREADMILL Boats lay to (i.e. "TREADMILL TWO" meaning boat wave two and all succeeding boat waves lay to until the order "HEAVE AROUND" is received).

2. Special signals.

(a) Authorized by NCWTF for this specific operation.

The following signals are to be complied with by all smoke making ships and craft.

Order	Whistle	Flag Hoist	W/T or R/T	Pyrotechnics
Make Smoke	QUEEN QUEEN	QUEEN QUEEN	Make Smoke	2 Green Very Lights
Cease making smoke	NAN NAN	NAN QUEEN	Cease making Smoke	Red and White very Light

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(b) Mediterranean air raid warning signals.

Effective in harbors, anchorages, and convoys in Mediterranean. (See MJAO).

Degree of Warning	Whistle	Flag Hoist	W/T or R/T Signal	Meaning
Preliminary		YELLOW Flag	YELLOW	Attack by enemy air-craft may be expected
Final	A series of 10 blasts on whistle	RED Flag	*RED	Attack by enemy air-craft imminent
All clear	A prolonged blast on whistle	HAULING DOWN RED FLAG	WHITE	Raiders have passed

* - The approximate strength of enemy attack may be indicated as follows:

RED ONE - 1 aircraft
RED TWO - 2 to 5 aircraft
RED THREE - 6 to 10 aircraft
RED FOUR - 11 or more aircraft

All "FINAL" warnings (RED) will remain in effect until cancelled by "ALL CLEAR" (WHITE).

All W/T and R/T warnings will be followed by codeword of unit or units being attacked (i.e. RED ONE WHOOPEE).

(c) RCM Signals

A special vocabulary will be used by holders of Appendix 7 only, for RCM communications. The distinguishing feature of RCM signals is the word "ANTELOPE" which will precede all such signals. The vocabulary words listed below, will be ignored by all except holders of Appendix 7 of this Annex.

ABBOT	CUBIT	CAUDY	JUMBO	QUOTA
AGENT	DEVIL	GAVEL	KAYAK	PECAN
ANTELOPE	DIGIT	GLORY	KHAKI	RELIC
ANTIC	DITTO	HABIT	KODAK	REGEL
ARSON	DIVAN	HAVEN	LATEX	ROBOT
BEVEL	EMBER	HAZEL	LYRIC	TAPER
CARAT	ENDOW	HENNA	MAJOR	TOTEM
CARTON	EXCEL	HOTEL	MELON	URBAN
CODEX	FIVER	INLAY	NOBEY	VAPOR
COLOR	FOCUS	JULEP	OPTIC	VODKA

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(d) Special flag signals for use in assault area.

(1) For use by tankers, colliers and water barges

While in the assault area these ships shall show by flag hoist type of cargo and quantity remaining on hand (corrected every four (4) hours as follows:

Tankers, Navy Special Fuel Oil . . .	FOX
Tankers, Diesel Oil	DOG
Tankers, 100 Octane Gasoline	GEORGE
Colliers, Coal	CHARLIE
Water barges, potable water	WILLIAM

The appropriate alphabet flag shall be hoisted superior to international code pennant (answering pennant) followed by numeral pennants indicating quantity of liquids in thousands of barrels and of coal in long tons.

Example: FOX CODE PENNANT 24 meaning:
Tanker, Navy Special Fuel Oil
24,000 barrels remaining for
discharge.

(2) For use by LSTs

Thirty minutes before completion of unloading hoist EASY at the dip. When unloaded, two-block EASY until after cleared from the area.

Fly MIKE when ready to embark casualties.

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APPENDIX 7

to
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RADIO COUNTERMEASURES PLAN

Limited Distribution

Not to be carried in any craft which beaches.

INDEX

- Section A - General.
- Section B - List of ships and craft to be equipped.
- Section C - Doctrine and Operating Instructions.
- Section D - Rocket and Shell Window.
- Section E - RCM for Diversions.
- Section F - Frequency Assignments.
- Section G - Radar Intelligence Data. (To ships with Monitor Receivers only)
- Section H - Guided Missiles Countermeasures.

DISTRIBUTION:

The complete RCM plan is distributed only to Flag Officers. Each section is given a special limited distribution. A ship will hold only those sections applicable to the RCM equipment installed.

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~~T O P S E C R E T~~
~~French ULTRA SECRET~~

(Cover Sheet)

Appendix 7
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Appendix 7
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RADIO COUNTER MEASURES (RCM) PLAN

Section A - General

1. Object

This section describes the steps which will be taken by the WNTF to minimize the efficiency of the enemy's radar equipment, which would otherwise provide him with the following information:

- (a) Warning of the approach of our surface forces;
- (b) Plots of the movement of these forces;
- (c) Accurate ranges and bearings for coastal gun control;
- (d) The size, composition, and intended objectives of our forces.

2. Doctrine and Operating Instructions

RCM doctrine and procedure are laid down in Section C of this Appendix.

3. Scheme of Cover

RCM cover will be "general" (for the WNTF) and "individual" (for specific ships). General cover is provided by the inshore screen.

(a) Inshore RCM Screen

Selected ships and craft, which will be stationed in the van and on the flank of approach dispositions will carry RCM equipment and will form an RCM screen close inshore to enemy radar stations.

(b) Individual Cover for Fire Support Vessels

Certain bombarding ships will carry high power tunable, or multiple low power pretuned, RCM sets for individual cover against enemy gun laying (fire control) radar.

(c) Rocket and Shell Window

Will be supplied to Fire Support vessels down to and including CL's, plus minesweepers and other selected vessels, to provide individual and mutual protection against Coast Watcher (gun laying) and/or Wurzburg

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(plotting) radars. Diversionary forces will employ rocket window for protection against gun-laying radar and to implement their deceptive mission.

4. Frequency Monitoring

Selected ships are fitted with sets of monitoring receivers to assist Task Force Commanders to control the RCM effort, by directing RCM cover against any reserve frequencies the enemy may use.

5. Counter Guided Missiles

Ships with high-power jamming sets capable of giving protection to ships in the vicinity will be so stationed by Task Force Commanders as to protect the Task Force as a whole. Other ships have been fitted with lower power jamming sets suitable only for individual protection.

6. Diversions

Diversionary forces will employ RCM to prevent compromise of their intentions, to augment visual and audio deception and for their own protection. A diversionary group RCM plan will be prepared by CTG 80.4, with the coordination and assistance of the RCM unit, 8th Fleet.

7. RCM Equipment

A general description of the RCM sets and devices to be used is given in Table I of this Section. Table II lists the recognized abbreviations, U.S. and British, and the type Nos. of RCM sets, together with an indication of the type of ships and craft in which the specific type of RCM equipment is fitted.

(a) Allocation

A list of all ships and craft now fitted and scheduled to be fitted with RCM equipment is included in Section B of this plan.

(b) Supply of Equipment

RCM equipment for British ships will be provided by CinCMed. Equipments for U.S. and French ships will be provided by Commander EIGHTH Fleet.

(c) Installation

Installations on U.S. ships and craft will be made by the responsible Task Force or Group commanders. British ships and craft will be fitted by Royal Nav. RCM officers and Admiralty RCM technicians. Type plans for equipping minesweepers, landing craft and other small craft are available from CinCMed and

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Commander 8th Fleet RCM staffs. Personnel from the EIGHTH Fleet RCM unit have been made available to assist the responsible U.S. Commanders. Tender or other repair facilities are generally required for small ship installations. Installations in large ships will be accomplished by the ships' force assisted by RCM personnel. British ships and craft will be fitted in H.M. dockyards.

8. Equipment Readiness

(a) Frequency Allocation

A list of frequencies on which RCM equipment is to be set is contained in Section F of this Appendix. Counter measure frequencies are so allocated to ships and craft as to give the widest possible coverage against enemy radar consistent with the RCM equipment available. Frequencies are selected with consideration for the type of enemy radar station concerned and its location relative to the assault force.

(b) Testing and Tuning

The tuning and initial testing of RCM sets in British forces will be done by CinCMed RCM staff. EIGHTH Fleet RCM unit will pretune RCM equipment in U.S. and French naval forces. Once equipment has been tuned, unauthorized use or tuning of sets is prohibited.

(c) Security of Transmission

Transmissions of RCM equipment during the tuning process may be intercepted by the enemy. All possible care should be taken to prevent compromise of this RCM project. Whenever practicable, sets should be tuned in a screened room, before installation in exterior locations.

9. Operators

All RCM sets in the assault forces, with the exception of British type 91, U.S. type TDY (CXFR) and AN/SPT-6 are either preset on frequency, or are automatically tuned. The excepted sets may be hand tuned to an assigned or selected enemy frequency.

Personnel will be assigned to operate RCM equipment, or to instruct shipboard personnel in its operation, on all U.S. ships having equipment which is not preset to frequency. On British ships, R.N. RCM personnel will be assigned as required.

10. Coordination With the Air Force RCM Plan

- (a) The Air Force will undertake the necessary counter-measures against the enemy early warning (Freya) radar chain. This will be done by airborne "Mandrel" jammers. The location, commencement and duration of this cover will be coordinated with naval requirements.
- (b) Window will be dropped by the Air Forces in support of airborne troop operations and as part of the diversionary RCM plan. This will be a separate operation.
- (c) Shore based high power directional jammers (Beaver) will be used to augment the coverage against the Freya stations, in support of both naval and airborne operations.

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Appendix 7

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SECTION A - TABLE I

DESCRIPTION OF NAVAL RCM EQUIPMENTS
AND DEVICES TO BE EMPLOYED

1. Carpet I

A low power jammer which can be preset to any known frequency of enemy radar of the Gun Control type (Wurzburg).

2. Carpet II (on British ships only)

An automatic sweeping and locking jammer of low power which can be preset to either the Seetakt or Wurzburg bands. (See 1 above).

3. Mandrel

A medium power jammer which can be preset to frequencies of the enemy's Aircraft Warning and Surface Warning Radar (Freya).

4. U.S. Rug

A medium power jammer which can be preset to any known enemy radar frequency of the Seetakt (Direct Gunlaying) type.

5. U.S. TDY and CXFR

A hand-monitored jammer of high power, covering both the Seetakt and Wurzburg bands (See 1 and 2 above).

6. Type 91 (on British ships only)

A high power jammer, hand-monitored, and covering both the Seetakt and Wurzburg bands.

7. Carpet III

A medium power jammer having the general characteristics of 1 above but capable of limited hand tuning during operations.

8. AN/SPT-6

A medium power jammer similar to 7 but having an extended high frequency range.

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9. Rocket Window

3.5" rocket ammunition assembly #10 used in MK.I, 3.5" Rocket Launcher. Rockets contain dipoles cut for the Seetakt and Wurzburg frequencies.

10. CXGE

A high powered counter guided missile jammer.

11. XCJ

A high powered counter guided missile jammer.

12. MAS

A medium powered counter guided missile jammer.

13. DINA (ARQ-8)

A low powered counter guided missile jammer.

14. 650

A high powered Royal Navy model counter guided missile jammer (old type).

15. 651

A high powered Royal Navy model counter guided missile jammer (new type).

16. AN/APR-1

A monitoring receiver for the Seetakt, Freya and Wurzburg bands.

17. RDK

A panoramic (visual) adaptor for scanning signals picked up on APR-1 receiver.

18. Moonshine

An RAF radar echo simulating device for the German ASV bands.

19. Shell Window (British ships only)

5" star shells loaded with window material in lieu of flare and parachute.

20. Balloons

British MK VI, and U.S. type ZKM balloons equipped with radar reflectors simulating ships echoes.

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SECTION A - TABLE II

SUMMARY OF RCM EQUIPMENT TO BE EMPLOYED

CODE NAME	A/N TYPE	ASE TYPE	TO BE FITTED IN SHIPS AND CRAFT OF THE TYPE INDICATED
Carpet I	AN/SPT-2	654	LCG(L), AM, YMS, ARB
Carpet II(L)	-	653(L)	BYMS
Carpet II(H)	-	653(H)	BYMS
Carpet III	AN/SPT-5	655	DD
British mandrel	-	658	BYMS
American mandrel	AN/SPT-3	659	Aircraft, BYMS
Rug	AN/SPT-4	656	LCG(L), AM, YMS, DD, CA
TDY & CXFR	TDY, CXFR	TDY	BB, CA, CL, BYMS
Type 91	-	91	British Bombardment Ships
F-3500	AN/SPT-6	-	CA, CL, DD
APR-1	AN/APR-1	-	BB, CA, DD, AGC, AP, CL
CXGE	CXGE	-	BB, DD, CL, CA, AP
XCJ	XCJ	-	DD, DE, AM
MAS	MAS	-	CL, AP, AGC
DINA	AN/ARQ8	-	CL, DD, AGC
-	-	650	British Bombardment Ships
-	-	651	British Bombardment Ships
Moonshine	-	661	ML
MK VI Balloon	-	MK VI	DD, Gunboats, PT, ML, ARB (Diversion only)
ZKM Balloon	ZKM(USN)	-	DD, Gunboats, PT, ML, ARB (Diversion only)

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SECTION B1

LIST OF U.S. AND FRENCH SHIPS AND CRAFT EQUIPPED, AND TO BE
EQUIPPED WITH RCM SETS BY USN

(Guided missile installations are listed separately
in Section H)

NR	TYPE	NR. OR NAME	Equip- ped with	To be equipped with
<u>CONTROL FORCE</u>				
1	AGC Small	CATOCTIN		1 RW launcher & 50 rockets, 3 APR-1, 3 RDK, 1 SPA-1
<u>FORCE ALPHA</u>				
1	Hq. Ship	DUANE		1 launcher & 50 rockets
3	DD	ERICSSON		1 SPT-6, 1 Rug, 1 APR-1, 1 RDK
		HEBERLE		2 Carpets, 1 Rug
		KEARNEY		1 Carpet III, 1 APR-1, 1 Rug 1 RDK
2	LCG	4 (To be fitted by RN)		1 Carpet, 1 Rug
		8 (To be fitted by RN)		1 Carpet, 1 Rug
4	AM	PIONEER		2 Carpet, 2 Rug Each
		SEER		1 R.W. launcher & 30 rockets each
		PREVAIL		
		DEXTROUS		
11	YMS	13		1 Carpet, 1 Rug
		18		1 R.W. Launcher & 30 Rockets
		20		1 R.W. Launcher & 30 Rockets, 1 Carpet, 1 Rug
		21		1 R.W. Launcher & 30 Rockets
		27		2 Carpets
		34		1 R.W. Launcher & 30 Rockets, 1 carpet, 1 rug.
		64		1 R.W. Launcher & 30 Rockets, 2 Carpets.
		82		1 R.W. Launcher & 30 Rockets, 2 Carpets.
		199		1 Carpet, 1 Rug
		355		1 R.W. Launcher & 30 Rockets
1	ACM	BARRICADE		1 Rug, 1 Carpet
1	CA	QUINCY	2 R.W. Laun- cher & 300 rockets	1 TDY, 1 APR-1, 1 RDK
1	CL	GLOIRE		2 R.W. Launchers & 100 Rockets
1	AP	SAMUEL CHASE	1 TDY	
1	AVD(AGC Small)	BISCAYNE		1 R.W. Launcher & 50 Rockets.
2	LCG	14 (To be fitted by RN)		1 Rug, 1 Carpet
		12 (To be fitted by RN)		1 Rug, 1 Carpet
2	AM	SWAY		1 R.W. Launcher & 50 Rockets,
		SYMBOL		2 Rugs & 2 Carpets each.
1	ACM	PLANTER		2 Rugs, 2 Carpets.
1	CL	PHILADELPHIA		2 Rugs, 1 SPT-6, 1 APR-1, 1 RDK
3	DD	FITCH		1 SPT-6, 1 Rug, 1 APR-1, 1 RDK
		HAMBLETON		1 Carpet, III, 1 APR-1, 1 Rug, 1 RDK
		RODMAN		2 Carpet, 1 Rug

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NR	Type	NR. or NAME	Equipped with	To be equipped with
7	YMS	226		1 Rug, 1 Carpet, 1 R.W. Launcher & 30 Rockets
		248		1 Rug, 1 Carpet, 1 R.W. Launcher & 30 Rockets
		3		1 Rug, 1 Carpet, 1 R.W. Launcher & 30 Rockets
		28		1 Rug, 1 Carpet, 1 R.W. Launcher & 30 Rockets
		37		2 Carpets, 1 R.W. Launcher & 30 Rockets
		55		2 Carpets, 1 R.W. Launcher & 30 Rockets
2	OBB	83 NEVADA TEXAS	CXFR (TDY) 2 R.W. Launchers & 300 Rockets each	1 R.W. Launcher & 30 Rocket
3	French Destroyer Leaders	FANTASQUE TERRIBLE MALIN		2 R.W. Launchers & 100 Rocket 2 R.W. Launchers & 100 Rocket 2 R.W. Launchers & 100 Rocket
2	CL	GEORGES LEYGUES MONTCALM	2 R.W. Launchers & 100 Rockets, 1 Carpet 2 R.W. Launchers & 100 Rockets, 1 Carpet	
1	APA(XAGC)	BAYFIELD		1 R.W. Launcher & 25 Rocket
1	LCG	20 (To be fitted by RN)		1 Carpet, 1 Rug
3	DD	LUDLOW		1 Carpet, III, 1 Rug, 1 APR-1 RDK
		KENDRICK NIELDS		2 Carpets, 1 Rug 1 SPT-6, 1 Rug, 1 APR-1, 1
6	YMS	15		1 Carpet, 1 Rug, 1 R.W. Launcher & 30 Rockets
		303		1 Carpet, 1 Rug, 1 R.W. Launcher & 30 Rockets
		78		1 Carpet, 1 Rug, 1 R.W. Launcher & 30 Rockets
		200		1 Carpet, 1 Rug, 1 R.W. Launcher & 30 Rockets
		63		2 Carpets, 1 R.W. Launcher & 30 Rockets
		24		2 Carpets, 1 R.W. Launcher & 30 Rockets
4	AMS	SPEED STRIVE STEADY SUSTAIN		1 R.W. Launcher & 50 Rocket 2 Rugs and 2 Carpets each
1	OBB	ARKANSAS	1 TDY, 2 R.W. Launchers & 300 Rockets	

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NR	Type	NR. or Name	Equipped To be equipped with
1	CA	TUSCALOOSA	1 TDY, 1 complete set of monitor receivers, 2 Rocket R.W. Launchers and 300 Rockets
1	CL	BROOKLYN	2 Rugs, 1 SPT-6, 1 APR-1, 1 RDK, 2 R.W. Launchers & 300 Rockets.
1	CL	OMAHA	2 R.W. Launchers & 100 Rockets
1	CL	DUGUAY TROUIN	2 R.W. Launchers & 100 Rockets
1	CL	EMILE BERTIN	2 R.W. Launchers and 100 Rockets
1	AP	C. CARROLL	1 TDY
1	CA	AUGUSTA	1 TDY, 2 R.W. Launchers and 200 Rockets
2	DD	GLEAVES	2 Carpet, 1 Rug
		SOMERS	2 Carpets, 1 Rug
1	OBB	LORRAINE	2 R.W. Launchers, 200 Rockets
2	CL	CINCINATTI	2 R.W. Launchers and 50 Rockets
		MARBLEHEAD	2 R.W. Launchers and 50 Rockets

AIR SUPPORT FORCE

1	DD	BUTLER	1 TDY
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CTG 80.4

1	DD	ENDICOTT (To be fitted by CTG 80.4 RCM unit)	8 R.W. Launchers 250 Rockets 100 British MK VI
4	ASRE	(To be fitted by CTG 80.4 RCM unit)	Balloons 123 ZKM Balloons 21 Carpets
4	PT	(To be fitted by CTG 80.4 RCM unit)	13 Rugs To be distributed among units as directed in RCM equipping plan for CTG 80.4

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SECTION B2

LIST OF SHIPS AND CRAFT FITTED, OR TO
BE FITTED WITH RCM SETS BY R.N.

FORCE ALPHA

NR.	TYPE	NR. OR NAME	EQUIPPED WITH	WITH TO BE EQUIPPED/
1	BB	RAMILLIES	Shell Window CXFR, RDL, 91, 650, 651	
4	CL	ORION	Shell Window (120) 650	
		AURORA	"392 SH"	
		AJAX	Shell Window (120) CXFR, RDL, 91, 650	
		BLACK PRINCE	Shell Window (120) CXFR, RDL, 91, 650	
2	DD	TERPSICHOIRE		(two) (two) 654 656
		TERMAGENT		(two) (two) 654 656

13th M.S. Flot.

		ROTHSAY	653/1	654
		RHYLL	654	(two) 656
		BUDE	653/1	654
		BRIXHAM	653/2	CXFR
		POLRUAN	654	(two) 656
		STORNOWAY	654	653/1
2	LCG	4	654	(two) 656
		8	(two) 654	656

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FORCE DELTA

NR.	TYPE	NR. OR NAME	EQUIPPED WITH	TO BE EQUIPPED WITH
2	LCG	14		654 (two) 656
		12		(two) 656 654

19th M/S

		RINALDO	CXFR	653/2
		ANTARES	653/2	654
		ARCTURUS	654	(two) 656
		BRAVE	654	653/1
		SPANKER	654/2	(two) 656
		ROSARIO	653/1	654

FORCE CAMEL

6	BYMS	2026	653/1	656
		2009	653/2	654
		2027	653/1	656
		2022	654	653/2
		2171	653/1	656
		2172	654	653/2
1	LCG	20	(two) 654	656
1	CL	ARGONAUT	Shell Window CXFR, 650, 91	654

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SUPPORT FORCE

NR.	TYPE	NR. OR NAME	EQUIPPED WITH	TO BE EQUIPPED WITH
1	CL	DIDO	Shell Window	CXFR(1) RDL
1	DD	LOOKOUT		(two) (two) 654 656

5th M/S Flot.

STORMCLOUD	CXFR, RDL, 653/2
LARNE	653/1, 653/2
WELFARE	653/1, 653/2
CLINTON	656, 653/2
OCTAVIA	656, 653/2

GUNFIRE SUPPORT RESERVES

SIRIUS	Shell Window CXFR
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CTG 80.4

2	British Gunboats	APHIB	AN/APR-1 (two) (two) 654 656
		SCARAB	AN/APR-1 (two) (two) 654 656
1	ML		1 Carpet, 1 Rug, 1 APR-1

IN ADDITION (RESERVE)

ACHILLES	Shell Window
BELLONA	CXFR, RDL, 91, 650
ARETRUSA	CXFR, RDL, Rocket Project, 650
MALATA	CXFR
WARSPITE	CXFR, RDL, 91 650 Rocket Project,

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SECTION C

1. Responsibility of Control.

To provide for the effective use of RCM and to prevent unpredicted interference to Allied radar or communications, unified control of naval RCM will be exercised.

(a) Enroute, on D - 1 and D day, prior to H hour.

By NCWTF (or such others as may be specifically designated by him)

(b) After H hour.

By Task Force Commanders (who shall give consideration to any reports of interference by naval RCM, with Air Force radio and radar.)

2. Exercise of Control.

Special signals for the control and the passing of information on radio countermeasures are included in Enclosure 3 of this section. Section H, List I, contains special signals for the control and employment of countermeasures against guided missiles.

3. Operation enroute and during the Assault.

- (a) The operational policy for RCM differs from that for radio (W/T) in that radio silence is not maintained during the approach. The enemy will be unable to obtain accurate D/F bearings of RCM transmissions due to the broad front of RCM assault coverage, which is further extended by RCM diversions on the flanks. RCM silence will be maintained until the leading ships have come within the maximum detection range of enemy surface radar, which is calculated to be approximately 50 miles in this instance. Ships and craft of a disposition shall commence RCM transmissions at a time specified by the OTC. This will be approximately when the leading ships are on a line bearing 230 degrees true from Isle de Tino light (44°-01'N - 09°-51'E). Commanding

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Officers will ensure that transmitting instructions are passed to personnel assigned to operate RCM equipment.

Within a disposition RCM transmissions will commence simultaneously. Different dispositions will commence transmissions at different times.

- (b) To avoid interference with Allied radar and VHF communications, RCM transmissions will be restricted as follows:

(1) Type 91

Transmissions will be limited to the bands 330-400, 455-495, and 525-590 Mcs.

(2) Type TDY (CXFR)

Transmit as follows:

On Minesweepers - prior to H - 3.

On the allocated frequencies between 550 and 570 Mcs. on which sets are pre-tuned.

After H - 3. Only in the band 340-375 Mcs.

On Cruisers and OBB's - prior to H - 3.

Between 540 and 580 Mcs.

After H - 3. Only in the band 340-380 Mcs.

- (c) If Air Force countermeasures should interfere with our own naval radar, report promptly to NCWTF (after radio (W/T) silence is lifted), giving the frequency and type of modulation of the interference.

Mandrel (Type 659) is operated in the band 100-190 Mcs., and may interfere with our air search radar and with VHF radio channels.

4. Operation after Assault.

When it is evident that the enemy is no longer using radar tracking or radar control of his batteries, RCM transmissions may be discontinued by Task Force Commanders who may obtain information on enemy radar activity, from the radar monitoring ships in their force.

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Transmissions may be re-commenced by Task Force Commanders, or in bombarding ships, at the discretion of the Commanding Officer, subject to the limitations of paragraphs 1(b) and 3(b) above.

5. Use of Window, Rocket Window, and Shell Window.

Window, simulating ships echoes, dropped from aircraft, will be used to augment the effectiveness of the diversions. The plans for this use of window will be communicated only to those commands which are concerned in carrying out the plan. Rocket and shell window launched or fired from vessels so equipped will be used to provide individual protection from radar controlled gunfire and ASV equipped aircraft. A doctrine for its use, Section D of this Appendix, will be distributed to the ships concerned.

6. Use of Monitoring Equipment.

- (a) To facilitate supervision of RCM transmissions within the WNTF, the TUSCALOOSA and CATOCTIN are provided with search and monitor receivers covering all radar frequencies.
- (b) It is expected that the enemy will endeavor to overcome the effect of our jamming, either by change of his radar frequencies, or by the use of reserve stations. To counter these frequency changes, or the introduction of new equipment, monitoring receiver sets are installed in each ship which is equipped with a tunable jammer.
- (c) In order that operators may be able to distinguish between enemy and allied radar transmissions, a radar spectrum chart showing known enemy and allied radar frequencies and signal characteristics will be distributed separately to the ships and commands concerned, as part of Section F.
- (d) Detailed instructions for monitoring are contained in Enclosure 4, this section. Task Force Commanders shall ensure compliance with these instructions by vessels under their commands. Task Force Commanders shall report to NCWTF any information obtained on enemy transmissions.

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7. Guided Missile Countermeasures.

Ships equipped with guided missile countermeasures equipment have been designated and may be referred to as "J" ships. This equipment consists of special jamming transmitters and associated monitoring receivers. It will be employed in accordance with existing British and U.S. doctrine as supplemented and amended by specific instructions contained in Section H, this appendix. Section H contains a list of "J" ships included in each Task Force, and a code for reporting information concerning guided missile countermeasures. Commanding Officers of "J" ships are cautioned against indiscriminate jamming. Specifically, unless an actual control signal has been intercepted, no ship shall jam. This applies whether or not codeword "VERMIN" (radio controlled bombs have been sighted and/or intercepted) has been received. Having intercepted a control signal any "J" ship may jam. Codeword "TIPTREE" (attack by radio controlled bombs expected) is simply an alerting signal. It may be originated only by Task Force Commanders.

8. Additional Protection afforded against Radar Ranging or Plotting by spacing of Vessels in a Formation.

It is possible to reduce the effectiveness of enemy shore based fire control and plotting radar when ships are in column on a course approximately parallel to the shore line, if attention is given to their spacing. German fire control and plotting radars have a beam width of approximately $7\frac{1}{2}$ degrees and a pulse length of about 1.5 microseconds. Translating these into linear measurement, at a range of 10,000 yards the beam width is approximately 800 yards and the pulse length 250 yards. When ships are so spaced that two or more ships are simultaneously within the width of the beam, the enemy radar operator is unable to obtain an accurate bearing, as shown in Figure 1. The foregoing is particularly applicable to fire support groups.

Consideration therefore should be given to spacing fire support ships as closely together as possible consistent with the bombardment plan.

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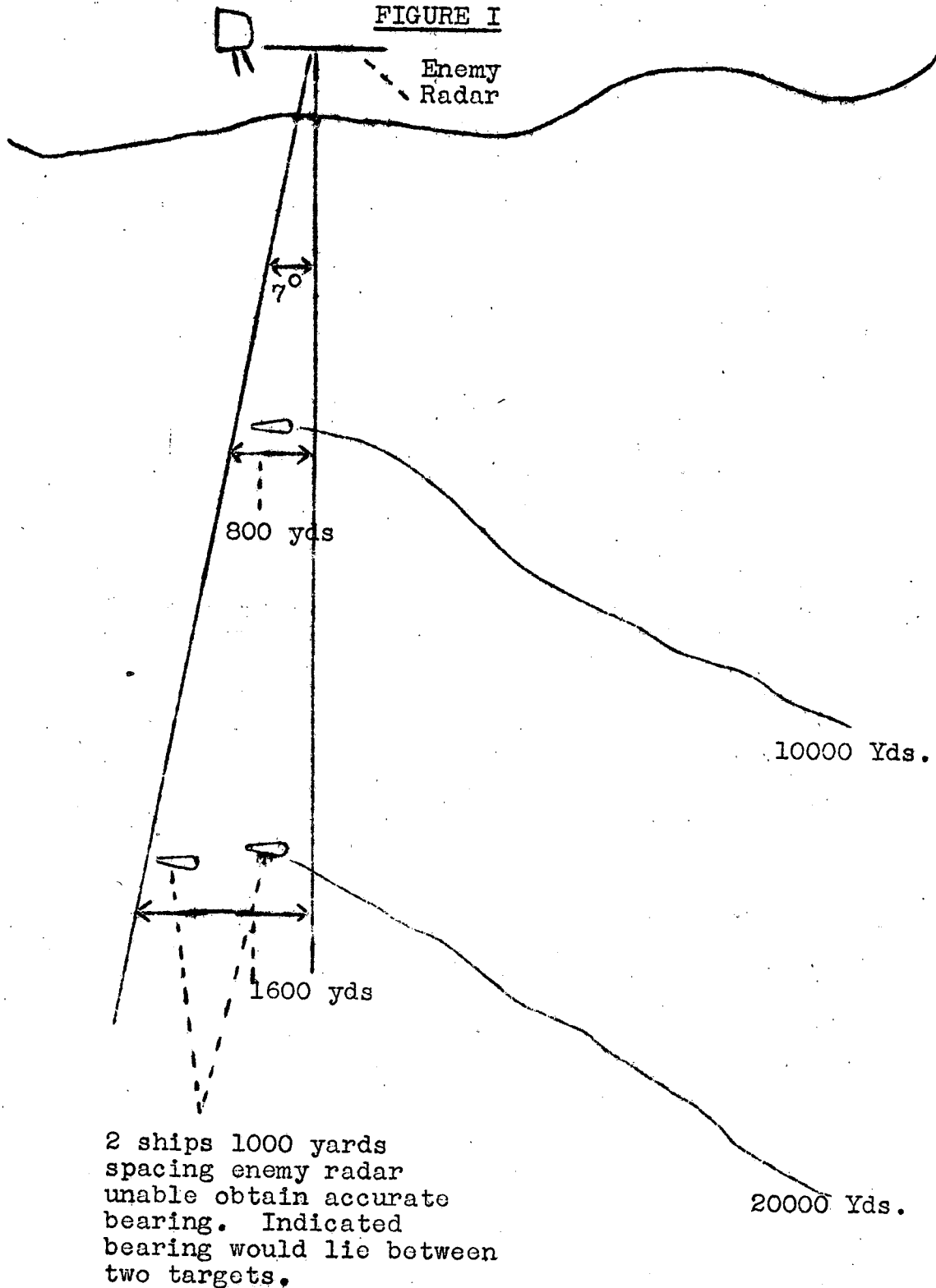
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SECTION C

FIGURE I



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SECTION C - ENCLOSURE I

TABLE OF RADAR USED BY U.S. AND BRITISH NAVIES IN THE
MEDITERRANEAN THEATER

Type		Frequency mcs.	Pulse Rep. Rate	Use	
U.S.	British			U.S.	British
	79/279	39-42	50		W.A. (Warning Aircraft)
	281	86-94	50		W.A.
	253	157-187	Up to 2000		I.F.F. (Transponders)
ABK/BK		157-187		I.F.F. (Transponders)	
	242	184	125		INT. (Interrogator)
	243	179, 171	50		INT. (Interrogator)
BL		179, 184	60	INT (Interrogator)	
BN		175 ± 10%	1000	INT (Interrogator)	
SC		175-225	60	Air Search	
SA		175-225	60	Air Search	
SK		193-197	60	Air Search	
	286	214	50, 250-300		W.C. (Combined Air Surface Warning)
	291	209-219	50		W.C. (Combined Air Sur- face Warning) Gunnery
	282/3/4/5	580-620	500		
FC, FD, MK 3, 4		685-715	1640	Fire Control	
FM-MK 12		920-970	480	Fire Control	
FH-MK 8		2910-3000	1800	Fire Control	
	271/2/3	2940-3060	500		W.S. (Warning Surface)
	276	2940-3060	500		W.S. (Warning Surface)
	295	2940-3060	500		W.S. (Warning Surface)
SL		2915-2967	400-800	Surface Search	
SO		2941-2994	400	Surface Search	
SF		2967-3021	400	Surface Search	
SH		3021-3049	400-2000	Surface Search	
SJ		3074-3102	400-2000	Surface Search	
SG		2970-3030	800-1000	Surface Search	
	970	3280-3340	666		W.S. (Warning Surface)

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SECTION C - ENCLOSURE II

GERMAN RADAR IN THE MEDITERRANEAN AREA

Freq. Mc/s	PRF	Polarization	Type
75-95	500	Vertical	Kothen
81	1000/2000		ASV, Airborne
96-99	220-290		Meteorological Balloons
116-146	500/1000		Shore, long range air- warning
125	500/1000	Vertical	Freya, early warning
120-150	500	Vertical	Wassermann, early warning
125-158			IFF
162-200	500	Vertical	Freya, early warning
164-168	1450-1550		AI, airborne
166-250			Radar deception, aphro- dite & Thetis II
166-250			Jammers, Olga II, Karli and Kettenhund
176	1000/2000		ASV
187-206	500	Vertical	Small Hoarding, sur- face search
202-214	500		Shore, Surface Warning
318-374	FM, plus or minus 19. Mc	Horizontal	Radio Altimeter
330-390	500	Vertical	Coast watcher
353-429			IFF
361-389			IFF
368	500	Vertical	Naval
368	500	Vertical	Coast watcher
368	500	Horizontal	Coast Artillery
368	500	Vertical	A/A Fire Control
375			U-boat
476	2640	Vertical	Naval, Surface search
480-500	2000-3000		Airborne AI
500-560			Point to Point Com- munications
550-580			Shore GCI, Giant Wurzburg
	1870-4000		air-warning & Height Finding
	1500/3000		Surface warning
556	50	Vertical	Naval
		Horizontal	Patrol boats & Shore
556	50	Horizontal	Hohentwiel
560	3750	Circular	A/A Wurzburg
	1875	Circular	A/A Wurzburg
	480	Circular	See Riese
560-570	1000/2000		ASV
560-600	1000		Shipborne radar
720-730	1000/2000		ASV (reported)

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SECTION C - ENCLOSURE II
(Continued)

GERMAN NAVIGATIONAL AND BOMBING AIDS
IN MEDITERRANEAN AREA

<u>Freq.</u> <u>Mc</u>	<u>PRF or Mod</u>	<u>Polarization</u>	<u>Type</u>
31.2	MCW		Night Fighter Control
38-42	Voice		Fighter Control
38-42.5	MCW		VHF Fixing
38.4-42.3	MCW 3000 C/s	Vertical	Benito, GCI
40-60	MCW		Guided Missiles
42.1-47.9	MCW	Vertical	Beacons, Convoy Locating
50	CW	Vertical	Target Beacon

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SECTION C

ENCLOSURE III

Special Signals for Control
of Radio Countermeasures

The following signals will be used for the control of RCM. All signals are to be preceded by the word ANTELOPE.

(a) Control Signals

<u>Signal</u>	<u>Meaning</u>
ABBOT.....	Stop all RCM transmission.
AGENT.....	Stop RCM transmission on.....
ANTIC.....	Commence RCM transmission on.....
ARSON.....	Search and transmit on frequencies of detected enemy transmission onmegacycles.
BEVEL.....	Search and report unjammed enemy transmissions on.....mega-cycles.
CARAT.....	You are off allotted frequency on.....
CODEX.....	Commence using Rocket Window.
CUBIT.....	Cease using Rocket Window.
DEVIL.....	Request you fire Rocket Window in my vicinity.
DIGIT.....	Cease firing Rocket Window in my vicinity.

(b) Reporting Signals

DITTO.....Unjammed transmission detected, frequency.....pulse repetition rate.....

DIVAN.....Am experiencing interference to type.....on.....megacycles.

EMBER.....Interference by Allied RCM reported on.....megacycles.

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ENDOW.....Request RCM cover on.....mega-
cycles.

EXCEL.....Request permission to recommence
RCM transmission on.....mega-
cycles.

FEVER.....Request permission to stop RCM
transmission on.....megacycles.

(c) Frequency Bands

FOCUS.....65-75 mcs.

GAVEL.....75-100 mcs.

HABIT.....100-150 mcs.

HAVEN.....150-210 mcs.

HAZEL.....350-390 mcs.

HOTEL.....470-490 mcs.

INLAY.....545-580 mcs.

(d) Types of RCM Equipment

<u>Signal</u>	<u>Signification</u>
JULEP.....	653/1
JUMBO.....	653/2
KHAKI.....	654
KODAK.....	656
LATEX.....	657
MAJOR.....	658
NOBBY.....	659
OPTIC.....	662
QUOTA.....	655
PECAN.....	91
RELIC.....	TDY
REGEL.....	SPT-6

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(e) Pulse Repetition Rates

<u>Signal</u>	<u>Meaning</u> (pulses per second)
TAPER.....	Below 500
TOTEM.....	500 - 1,000
URBAN.....	1,000 - 2,000
VAPOR.....	2,000 - 3,000
VODKA.....	Above 3,000

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SECTION C

Enclosure IV

INSTRUCTIONS FOR SHIPS EQUIPPED WITH MONITOR RECEIVERS

1. To permit countermeasures against new or changed enemy transmission, to procure valuable data on new enemy Radar equipment, and to determine and control the possible R.C.M. interference to our own Radar, communications, or navigational aids, it is required that a monitor watch be stood between H-12 and H-10, and subsequent to this, at "general quarters" or as prescribed by the OTC. The frequencies to be covered are included in charts now in preparation. Detailed instructions for the use of these charts will be given to operators by the assigned R.C.M. personnel.
2. The following minimum requirements should be met:
 - (a) Plotting of known enemy frequencies to determine the accuracy of the setting of our R.C.M. sets to aid in forecasting their probable effectiveness.
 - (b) The bands assigned to be covered by Allied Offensive R.C.M. activity, as determined by the frequency charts provided, shall be periodically monitored to determine that they are (1) properly covered, (2) kept within the required limits with respect to interference to friendly transmissions.
 - (c) Close observance of the principal enemy frequencies to determine what frequency shift, if any, is effected, subsequent to the jamming of the signal observed.
 - (d) A close search shall be made of the suspected and free areas (as determined from the frequency charts) to locate and log all new signals which are determined to be bonafide enemy transmissions.
 - (e) As far as practicable an analysis shall be made of all transmissions noted per (d), to determine, (1) the exact frequency, (2) the nature of transmission, i.e., pulsed, keyed, modulated, etc., (3) the P.R.F. (4) sweeping rate or steady, (5) (Lobe switching?) (6) transmissions considered important enough to require reporting on.
 - (f) Findings per (a) to (e) above shall be logged and reported to the R.C.M. (O.I.C.) who shall initiate the necessary action to, (1) further verify the exact characteristics of the transmission concerned, and (2) to acquaint the commanding officer, or other designated R.C.M. control authority of the findings, and actions recommended.

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SECTION D(1)

ROCKET WINDOW

1. The purpose of Rocket Ammunition assembly #10 (Rocket Window) is to provide protection for bombardment, and other vessels, against enemy radar plotting, or radar controlled shore batteries. Within limits it is also capable of providing cover against airborne radar controlled torpedo attack.

2. The resolution or definition of a radar is determined by its pulse length in microseconds and its beam width in azimuth. For example the German coastal battery fire control (Seetakt) and AA fire control (Small Wurzburg) have a pulse length of approximately one and one half microseconds and a beam width of approximately seven and one half degrees. Translating these into linear units of distance at a range of 10,000 yards the pulse length would equal 250-300 yards in range and the beam width would equal approximately 800 yards in azimuth. Therefore one target would cover an area approximately 300 yards in depth, or range, by 800 yards in width or a total of 240,000 square yards. Within this area it would be impossible to determine range or azimuth on another target. At a range of 20,000 yards the area covered by one target would be 300 yards in depth or range by 1,600 yards in width or a total of 480,000 square yards. From the above it can be seen that the target area has the same depth regardless of range and increases in width directly as the range increases. Thus at a range of 10,000 yards if rocket window is placed within 350-300 yards in range or 800 yards in azimuth of a target an error either in range or deflection would be introduced into a radar fire control system. Figure I illustrates the above.

3. Rocket Ammunition Assembly #10 (Window Rocket) contains dipoles, (aluminum foil strips) of such length as to give a maximum response in the frequency bands of the fore-mentioned radars. Window affects all radars operating in these bands, while an electronic jammer can only affect radars operating on one frequency. The rockets are fuzed to eject the window material at a range of 2,000 yards from the point of launching. The burst takes place at an altitude of approximately 1,800 feet with the launcher elevation set at 35 degrees. The useful life of the window material is eight minutes. The spent rocket body continues in flight, and lands in an area 3,200-3,500 yards from the point of launching. The radar responses from the window material ejected from one rocket on the known German radar fire control systems 'Seetakt and Wurzburg) are approximately equal to that 1,650 ton DD. Two rockets fired simultaneously are required to protect a ship of CL or CA class and three for a ship of BB class. These would be approximately correct for a range of 10,000 yards. At a range of 20,000 yards the number required for CL, CA and BB classes could be reduced by one.

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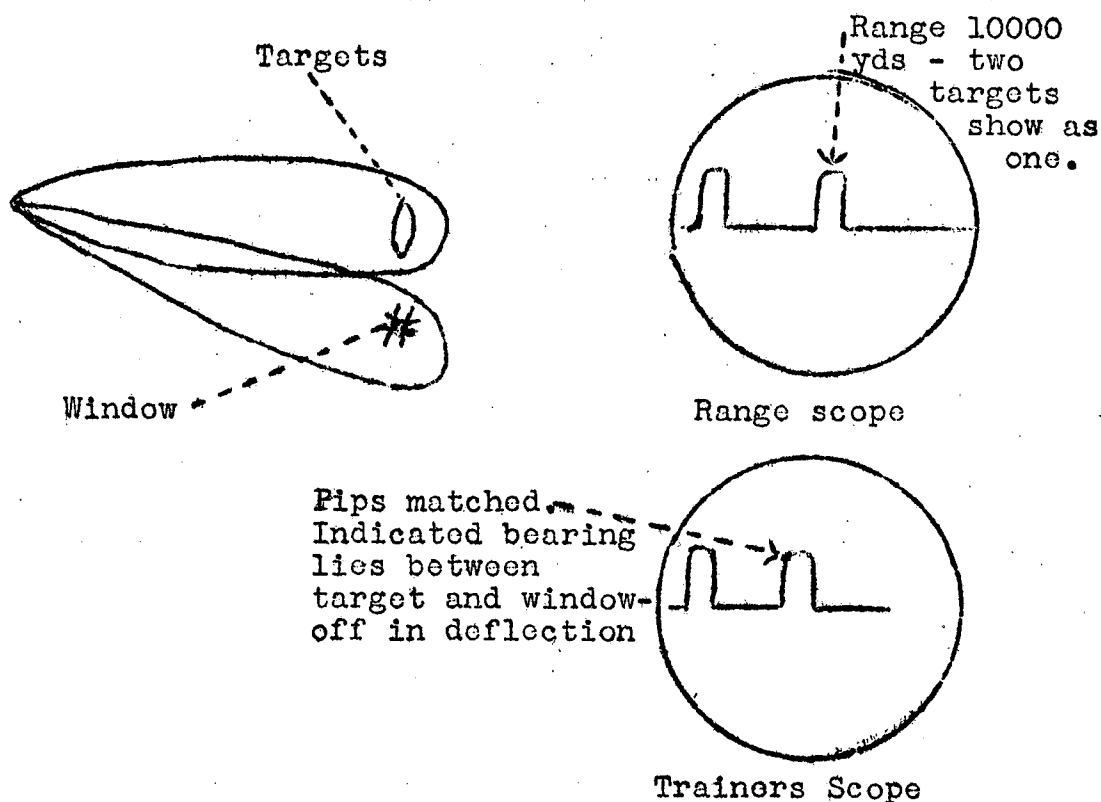
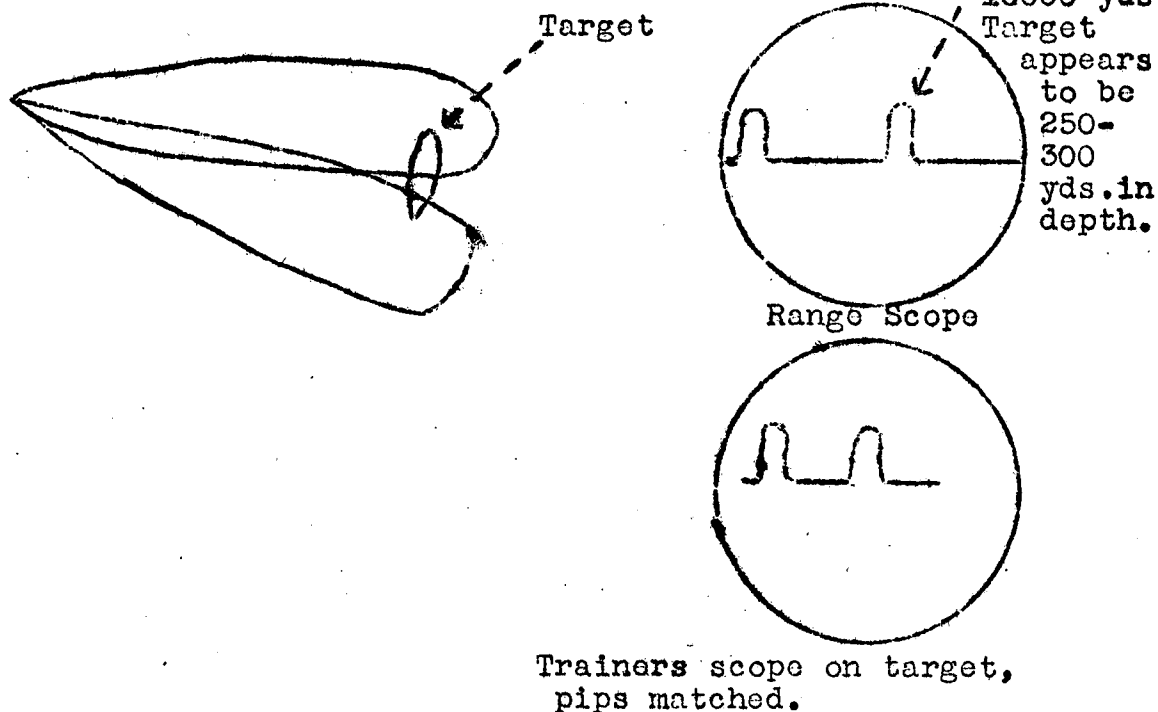
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FIGURE I



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TACTICAL USE OF ROCKET WINDOW

1. Complete protection is provided only when the ship firing the rockets either runs through the window material or the wind blows the windows back over the ship to be protected.
2. When a vessel is not underway and rockets are used for its own protection they should be fired into the wind. If the wind is less than 6 knots the rockets will not afford complete protection but would still serve to confuse the enemy operator by the presence of fictitious targets. In the event that the wind velocity is below 6 knots it may be possible for individual vessels, dependent on their relative positions, to lend mutual support to each other should a window screen be required. Such support will be on a call basis. If such a request is made the vessel requested to screen another should fire rockets 5° on right and left of bearing of the vessel to be screened. If it is of vital importance that a vessel be screened immediately, the time lag may be reduced by calling on another vessel for mutual support. Special signals have been provided for this purpose. (See Enclosure III, Section C of this Appendix). Figure 2 illustrates the manner in which mutual support or individual cover may be accomplished. Table I (Appended) is the rate of fire table for the above conditions.
3. When a vessel or group of vessels in column are on a course parallel to the shore line (perpendicular to the enemy line of fire) rockets fired into the relative wind would afford best protection for the individual or group of individuals. The method of accomplishing this is illustrated in Figure 3. If all vessels shown in Figure 3 were firing rockets a much greater degree of protection would be afforded. Table II (Appended) is a rate of fire table for various speeds and ranges.

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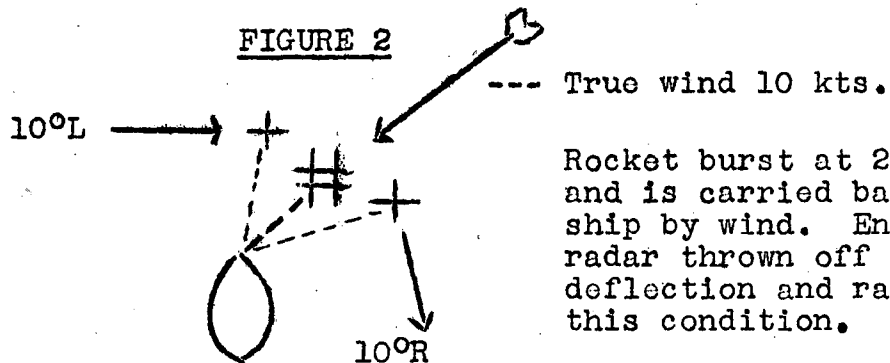
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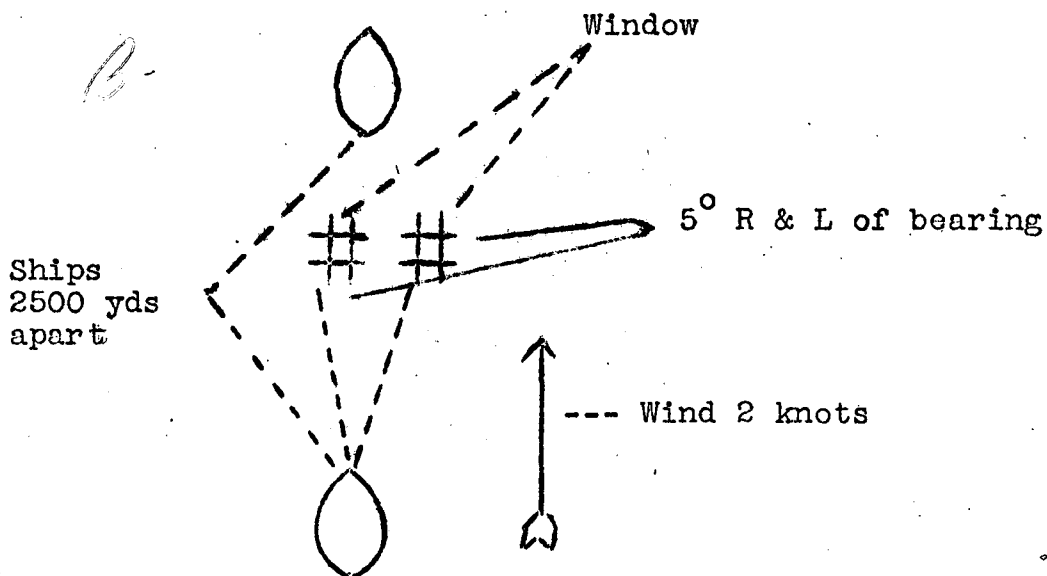
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FIGURE 2



(a) Vessel not underway.



(b) Vessels not underway. A requests mutual support from B. - A underway and requires immediate support from B.

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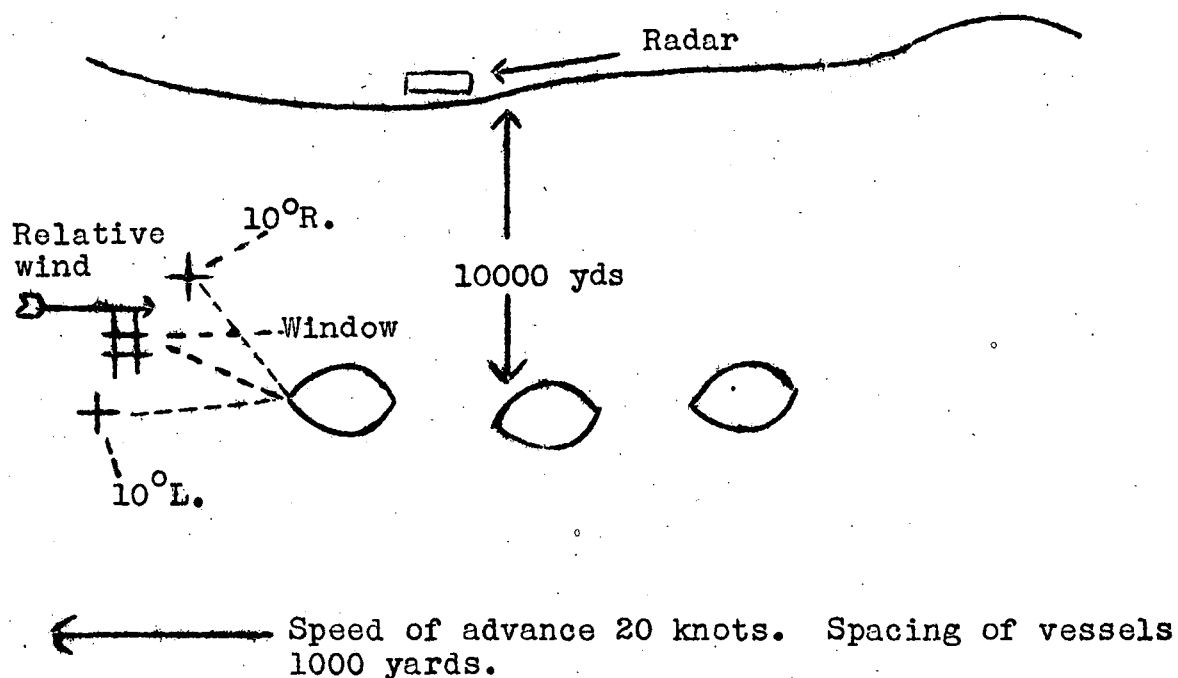
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FIGURE 3



Rate of fire 1 salvo every 2 minutes 20 seconds.
With reasonable cross component of wind 3 vessels would
obtain protection.

4. Section B(1) of this Appendix gives the allocation of rocket launchers and rocket windows for ANVIL naval forces. Commanding officers of vessels fitted with rocket launchers and rocket windows, when under fire from shore batteries which are apparently being controlled by fire control radar, will exercise their own discretion as to use of rocket window. They will answer insofar as practicable all requests for rocket window coverage which may be received from other vessels which are under fire from shore batteries. Due to the limited quantities available, care must be exercised that no rocket windows are launched or requested launched in excess of those actually necessary to accomplish the purpose.

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SECTION D(1)

TABLE I - Rate of Fire

(For Ships utilizing Window Rocket for self-protection against Enemy Fire-Control radar)

Class of Ship	Rate of Fire as a Function of Relative Wind Speed					
	Less than 8 knots		8-12 knots		Greater than 12kts	
	Salvos Rockets		Salvos Rockets		Salvos Rockets	
	Min.	Salvo	Min.	Salvo	Min.	Salvo
DD	1	1	1	1	2	1
CA	1	2	1	2	2	2
CL						
BB	1	3	1	3	2	3

TABLE II

Rate of Fire as a Function of Ships Speed

RANGE			
	10000	20000	30000
Speed 10 knots	: Fire salvo : every 2 min. : 20 seconds	: Fire salvo : every 4 min. : 40 seconds	: Fire salvo : every 7 min. : 5 seconds
Speed 20 knots	: Fire salvo : every 1 min. : 10 seconds	: Fire salvo : every 2 min. : 20 seconds	: Fire salvo : every 3 min. : 30 seconds
Speed 30 knots	: Fire salvo : every 0 min. : 48 seconds	: Fire salvo : every 1 min. : 36 seconds	: Fire salvo : every 2 min. : 24 seconds

Salvo BB 3 rockets
Salvo CA, CL, 2 rockets
Salvo DD or below 1 rocket

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5. Special Signals For The Control of Rocket Window

Signal

<u>CODEX</u>	Commence using Rocket or Shell Window at discretion.
<u>CUBIT</u>	Cease using Rocket or Shell Window.
<u>DEVIL</u>	Request you fire Rocket or Shell Window in my vicinity.
<u>DIGIT</u>	Cease firing Rocket Window in my vicinity.

6. Handling, Stowing and Precautions for 3.5" Rocket Ammunition #10.

The attention of vessels carrying the above ammunition is invited to Ordnance Pamphlet #1165 which has been reproduced, with deletions, by Commander 8th Fleet. Distribution of this pamphlet will be made to each ship equipped with Rocket Window.

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SECTION D(2).

SHELL WINDOW

Royal Navy Memorandum for Use of WINDOW by Ships
to Confuse Enemy Fire Control Radar.

1. The object aimed at is to prevent the enemy radar from (a) distinguishing the echo produced by our ship (his target) and (b) distinguishing his own fall of shot echoes.

2. It is not expected, or intended, to deny to the enemy knowledge of the presence of our ships by this means, but to prevent him from using his radar to bring effective fire to bear on our ships.

3. As supplies of WINDOW, suitably packed, are limited, it will not be possible, nor is it necessary, to use a WINDOW "umbrella" continuously, and it is suggested that it should be used only when it appears that enemy fire is becoming uncomfortably accurate, to upset his fire control.

4. Without entering into too many technicalities, in order to "blot out" the echo produced by our ship on the enemy's fire control radar, it is necessary to lay patches of WINDOW:-

- (a) sufficiently large and cut against suitable frequencies so as to produce echoes big enough to obliterate our ship and enemy fall of shot echoes.
- (b) spaced so that patches are not more than 400 yards in a radar beam pointing along or across the area covered by the WINDOW "umbrella". (A greater spacing than this leaves gaps in the umbrella through which the enemy could still obtain radar information, although hampered by WINDOW).
- (c) sufficiently high to enable the effect of the WINDOW to last for a useful length of time, seeing that it drops at about 300ft./min and becomes less effective as it approaches sea level.
- (d) in an area such that our ship is always enclosed in the "umbrella" which should be wide enough to enclose not only the ship but also any projectile falling near it (say 400 yards each side of own ship).

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5. The WINDOW, once ejected into the air from its projectile falls vertically downward, and will move horizontally at the speed and in the direction of the true wind. Thus; WINDOW released directly up the relative wind of a moving ship will pass over that ship (provided she maintains a steady course and the WINDOW is still airborne) and will therefore at that portion of its flight conceal the ship from radar observation by sets against whose frequency the WINDOW is cut.

6. If WINDOW is released at a height of 3000 ft. it will remain airborne for 10 minutes, during the first eight of which its height renders its echo large enough to provide adequate cover. It is desirable, therefore, to release the WINDOW about four minutes flight up relative wind from our ship. At a relative wind speed of 15 knots this distance would be 2000 yards which gives adequate margin of cover to windward even if relative wind is higher than 15 knots.

7. In order to provide cover against radar sets not in the same line as own ship and WINDOW laid directly upwind, it is necessary to lay, not one line of WINDOW, but a belt of WINDOW, wide enough to hide the ship by several hundred yards from all directions by the time any portion of this belt reaches the ship.

8. The ideal, therefore, appears to be to lay a line of WINDOW as in para. 6, and simultaneously to lay similar lines of WINDOW on each side of the centre line, spaced 400 yards laterally to right and left. WINDOW should be fired into each line in turn, so that each burst is 400 yards upwind of its predecessor.

9. At a relative wind speed of 15 knots a spacing of 400 yards up wind requires a firing interval of 48 seconds.

At a range of 2000 yards, a lateral displacement of 400 yards requires a throw off of about $11\frac{1}{2}^{\circ}$.

10. In order to simplify arrangements for firing the WINDOW umbrella, the following procedure is therefore recommended.

The means of projection may be either star-shell filled with WINDOW fired from guns, or rockets similarly filled, fired from projectors. Elevation and fuze should be arranged for bursts to occur at a height of 3000 ft. and at a plan range of 2000 yards from the firing ship. If the relative wind is small say below 10 knots, this range could be reduced to 1500 yards. If three projectors are available they should be trained

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(a) 10° left of relative wind (b) into relative wind (c) 10° right of relative wind and fired in turn at a firing interval of 45 seconds or as necessary to maintain upwind intervals between bursts at 400 yards for as long as the umbrella is needed. With a lesser number of projectors, the WINDOW belt can be made narrower or the projectors trained between rounds to give lateral spread.

11. The procedure outlined above should give complete cover, which will take effect about three minutes after opening fire and will last until about three minutes after ceasing fire with WINDOW projectiles.

Any reduction in output of WINDOW by wider spacing of bursts will result in incomplete cover although disturbance of the enemy's fire control radar may still be expected.

12. The projectiles supplied will be filled with WINDOW cut to counteract known enemy fire control radar frequencies.

13. Once the WINDOW has passed over the firing ship, it will no longer be of use to her. It is considered impracticable to try to arrange for other ships to take advantage of this portion of the "umbrella" since this would restrict manoeuvrability and disposition of ships. It is therefore considered that each ship requiring this cover should act independently, accepting the lack of usefulness of that portion of each "umbrella" which is downwind of its own firing ship.

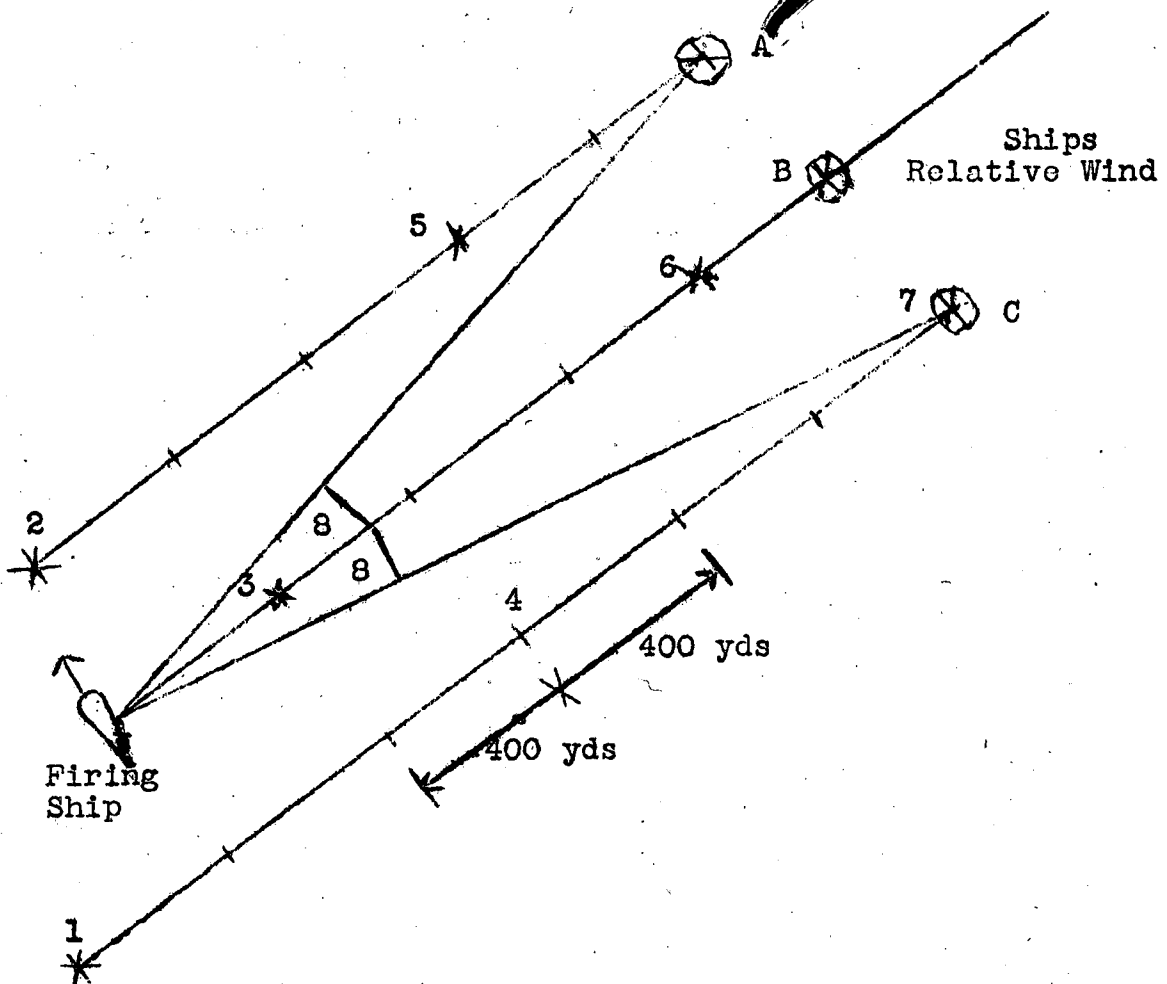
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WINDOW shells are fired in turn into bursting positions A, B, C, each, say, 2000 yards from the firing ship, and at intervals such that the upwind distance between consecutive rounds is 400 yards. In diagram, rounds 1, 4, 7 were burst in position C; rounds 2, 5 in position A; 3, 6 in position B.

At time round No. 7 bursts, other bursts will have drifted to positions shown, and firing ship will be enveloped in WINDOW.

Linear distance between bursts 1 and 4 is covered by beam width of shore radar, so apparent gap in cover is in fact not present.

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SECTION E
RCM FOR DIVERSIONS

GENERAL

1. Object: To provide a diversion on the left flank of the assault area. This will be accomplished by:

- (a) Employing electronic equipment for spot jamming selected enemy radar systems which would be able to plot or track this group.
- (b) Employing non-electronic equipment (Radar Decoy Balloons) to deceive the enemy as to the number and composition of the diversionary group.
- (c) Employing rocket window either to confuse the enemy or as a protection against radar controlled gunfire.
- (d) Employing planes to drop window in such a manner as to simulate a large convoy approximating the spread of advance of an assault force or convoy.
- (e) By use of "Moonshine" to further the spoof of (d) above against A.S.V. equipped Air Craft.

2. Object: To provide a diversion on the right flank of the assault area. This will be accomplished by:

- (a) Employing electronic equipment for spot jamming selected enemy radar systems which would be able to plot or track this force.
- (b) Employing non-electronic equipment (Radar Decoy Balloons) to deceive the enemy as to the number and composition of the diversion force.
- (c) Employing rocket window either to confuse the enemy or as a protection against radar controlled gunfire.
- (d) ~~Employing planes to drop window in such a manner as to approximate the speed of advance of an assault convoy or force.~~

3. Object: To provide cover for a diversion and an assault force at a specified point in the assault area. This will be accomplished by:

- (a) Employing electronic equipment for spot jamming selected enemy radar systems which would be able to plot or track this force.
- (b) Employing rocket window either to confuse the enemy or as a protection against radar controlled gunfire.

NOTE: This group has been included in the Support force frequently plan.

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SECTION E Table I

R.C.M. FITTING FOR DIVERSIONS

UNIT	No. & Type of Vessel	Electronic Equipment	Non Electronic Equipment	Remarks
#1	DD ENDICOTT	2 Carpets 2 Rugs 1 APR-1 1 RDK	123 ZKM & 100 British MK VI Radar Decoy Balloons available CTG 80.4 Each vessel to tow maximum number of these balloons, consistent with their mission. Each vessel to be equipped with corner reflector if practicable.	ENDICOTT to be fitted at Naples by US RCM Unit 3-5 August.
	2 PT	1 Carpet 1 Rug 1 APR-1		4 PT, 4 ARB and 1 ML to be fitted at Bastia by "BJ" Units.
	2 PT	2 Carpets 1 APR-1		
#2	APHIS	2 Rugs 2 Carpets 1 APR-1		APHIS and SCARAB to be fitted at Malta by RN
	SCARAB	2 Rugs 2 Carpets CXFR 1 APR-1	250 Window Rockets & 8 launchers available for distribution by CTG 80.4. For protection against fire control radar or to augment deception.	
	6 ML	1 Moonshine Equipment each		6 ML to be fitted by RAF
#3	4 ARB	1 Carpet 1 Rug 1 APR-1		
	1 ML	1 Carpet 1 Rug 1 APR-1		

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FREQUENCY ASSIGNMENTS

1. Frequency assignments are based on an analysis of the frequencies of Enemy radar stations and their location in relation to the respective assault forces.

2. In determining those enemy radar stations which are considered most dangerous to the main force the below procedure has been followed.

- (a) Enemy radar stations are divided into two areas, primary and secondary.
- (b) Stations in the primary area are on, or adjacent to, the immediate assault beach, and are considered the most dangerous to the attacking force from the standpoint of both detection and gun fire control.
- (c) Stations in the secondary area are outside the primary area defined above but still close enough to be within detection range of the main force approaching the beach. Effects of anomolous propagation are taken into account in choosing those stations to be jammed.
- (d) Frequencies and locations of radar stations are taken from monthly reports #2 and #3 (May and June 1944) from the Enemy Radar Intelligence Bureau, H.Q. MAAF.
- (e) The primary area defined in (b) lies between Cap Blanc and Cap D'Antibes.
- (f) The secondary area defined in (c) includes stations outside the primary area as far west as Cap Sicie and as far east as Monaco.

3. Table I is a list of Coastwatcher Stations giving data on areas (as defined above), location, and frequency, Table II is a similar list of Giant Wurzburg Stations. Table III is the frequency assignment list for all RCM equipped units in the operation (less the diversionary forces who will be covered in CTG 80.4's plan).

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SECTION F

Table I

COASTWATCHERS

<u>Position With</u> <u>Respect to</u> <u>Main Force</u>	<u>Area</u>	<u>Location</u>	<u>Frequency mc.</u>
Most Westerly	Secondary	Cap Sicie	363-366
	Secondary	Cap Cepet	370
	Secondary	Toulon Area	375 379 350 342
Force Alpha	Primary	Cap Blanc	367 370 375
Force Alpha	Primary	Il De Levant	379
Force Alpha)---Primary Force Delta)		Cap Camarat	365-370 357 382
Force Delta)---Primary Force Camel)		St Raphael	369-373
Force Camel	Primary	Cap D'Aramount	363-369
Force Camel	Primary	Cap Roux	368 361
Force Camel	Primary	Cap D'Antibes	377-379 371 372
	Secondary	Cap Ferrat	368-374
Most Easterly	Secondary	Monaco	374 377-383 365 338 371

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SECTION F

Table II

GIANT WURZBURGS

<u>Position with</u> <u>Respect to</u> <u>Main Force</u>	<u>Area</u>	<u>Location</u>	<u>Frequency mc.</u>
Most Westerly	Secondary	Cap Sicie	554
	Secondary	Cap Cepet	560 558 528 537 552-555
Force Alpha	Primary	Il De Hyeres	550 552-555
Force Alpha)---Primary Force Delta)		Cap Blanc	554
Force Alpha) Force Delta)---Primary Force Camel)		Cap Camarat	552.5 558-565
Force Delta)---Primary Force Camel)		St. Raphael	548-571 560
Most Easterly	- - - - -	- - - - -	- - - - -

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SECTION F - TABLE III (a)

Force Alpha Ships	Frequency Allocations							
	Seetakt			Wurzburg				
	653/2	656Rug	TDY	653/1	654	655	TDY	SPT-6
DD ERICSSON		370						528*# 510-590* 540-590#
DD EBERLE		375			550 565			
DD KEARNEY		362				553		
AM PIONEER		358			560			
AM SEER		381			577			
		363			557			
AM PREVAIL		387			567			
		340			550			
AM DEXTROUS		365			559			
		370			553			
		377			567			
YMS 199		382			548			
YMS 34		368			567			
YMS 13		360			563			
YMS 20		345			558			
YMS 27					545			
					572			
YMS 64					557			
					565			
YMS 82					552			
					560			
ACM BARRICADE		353			542			
CA QUINCY			375#					532*
			330-390#					510-550*
AP SAM. CHASE			350#					540*
			330-390#					510-550*
BB RAMILLIES			370#					553*
			330-390#					540-585*
CL AJAX			375#					560*
			330-390#					540-585*
CL BLACK PRINCE			358#					538*
			330-390#					535-585*
DD TERPSICHOE		355			560			
		385			563			
DD TERMAGENT		343			550			
		360			565			
MS ROTHSAV				520-560	566			
MS RHYLL		330			570			
		335						
MS BUDE				540-580	558			
MS BRIXHAM	340-380							545#*
MS POLRUAN		330						
		373						

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SECTION F - TABLE III(a)
(Continued)

Force Alpha Ships	Frequency Allocations							
	Seetakt			Wurzburg				
	653/2	656 Rug	TDY	653/1	654	655	TDY	SPT-6
MS STORNOWAY				550-590	555			
LCG 4		368			568			
		378						
LCG 8		352			552			
					562			

NOTES: - TDY column includes frequencies for Type 91 as well as TDY.
* - Indicates until H - 3
- Indicates after H - 3

NOTE 1 - Where a spot frequency and a band (segment) of frequencies are listed for TDY (CXFR), Type 91, SPT-6, or Carpet III (655) transmitters, priority is to be given to the assigned spot frequency. If no enemy radar is heard near this spot frequency, the assigned band is to be monitored and the jamming transmitter tuned to the strongest signal heard in this band. Periodic checks shall be made to determine that no signal has appeared on the assigned spot frequency.

NOTE II - On British ships equipped with both Type 91 and CXFR sets, frequency assignments for only one set are given. In this case, before H-3, the Type 91 will operate in the Seetakt band, and the CXFR will operate in the Wurzburg band. After H-3, the frequency assignments for these two sets are reversed.

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SECTION F - TABLE III(b)

Force DELTA Ships	Frequency Allocations							
	Soetakt				Wurzburg			
	653/2	656 Rug	TDY	653/1	654	655	TDY	SPT-6
AM SWAY		361			553			
		375			560			
AM SYMBOL		368			555			
		383			565			
ACM PLANTER		358			550			
		370			563			
CL PHILADELPHIA		368						560
		380						510-
								590*
								540-
DD FITCH		366						590#
								510-
								590*
								540-
DD HAMBLETON		373				560*#		590#
						540-		
						580*#		
DD RODMAN		358			548			
					568			
YMS 226		364			540			
YMS 248		370			550			
YMS 3		378			563			
YMS 28		365			558			
YMS 37					545			
					570			
YMS 55					553			
					565			
BB NEVADA			360#					550*
			330-					510-
			400#					585*
BB TEXAS			368#					560*
			330-					540-
			390#					590*
CL G. LEYGUES					543			
CL MONTCALM					558			
LCG 14		358			556			
		365						
LCG 12		385			553			
					560			

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SECTION F - TABLE III(b)

Force DELTA Ships	Frequency Allocations							
	Seetakt				Wurzburg			
	653/2	655 Rug	TDY	653/1	654	655	TDY	SPT-6
MS RINALDO	340- 380						560 *#	
MS ARCTURUS		363 373			560			
MS ANTARES	340- 380						570 *#	
MS BRAVE				520- 560	568			
MS ROSARIO				550- 590	545			
MS SPANKER		353 383			558			

TDY Column includes frequencies for Type 91 as well as TDY.

* Indicates until H-3

Indicates after H-3

NOTE I: Where a spot frequency and a band (segment) of frequencies are listed for TDY (CXFR), Type 91, SPT-6, or Carpet III (655) transmitters, priority is to be given to the assigned spot frequency. If no enemy radar is heard near this spot frequency, the assigned band is to be monitored and the jamming transmitter tuned to the strongest signal heard in this band. Periodic checks shall be made to determine that no signal has appeared on the assigned spot frequency.

NOTE II: On British ships equipped with both Type 91 and CXFR sets, frequency assignments for only one set are given. In this case, before H-3, the Type 91 will operate in the Seetakt band, and the CXFR will operate in the Wurzburg band. After H-3, the frequency assignments for these two sets are reversed.

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TABLE III (c)

Force Comd Ships	Frequency Allocations							
	Seetakt			Wurzburg				
	653/2	656 Rug	TDY	653/1	654	655	TDY	SPT-6
DD LUDLOW		371				560*# 540- 580*#		
DD KENDRICK		375			553 563			
DD NIELD		365						540- 590*#
YMS 15		378			558			
YMS 303		360			553			
YMS 78		368			565			
YMS 200		385			568			
YMS 63					553			
					560			
YMS 24					550			
					573			
AMS SPEED		336 381			550 573			
AMS STRIVE		360			556			
		374			565			
AMS STEADY		371			558			
		378			568			
AMS SUSTAIN		365			548			
		388			562			
BB ARKANSAS			373# 325- 380#				562* 510- 590*	
CA TUSCALOOSA			338# 320- 370# 380# 370- 400#				552* 510- 555* 561* 555- 590*	
CL BROOKLYN		358 375						561*# 540- 590*#
AP CARROLL			368# 340- 400#				565* 510- 590*	
BYMS 2026		373		540- 580				
BYMS 2009	350- 390				560			
BYMS 2027		340		540- 580				

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SECTION F - TABLE III (c)

Force Camel Ships	Frequency Allocations							
	Seetakt				Wurzburg			
	653/2	656 Rug	TDY	653/1	654	655	TDY	SPT-6
BYMS 2022	340- 380				545			
BYMS 2171		368		540- 580				
BYMS 2172	350- 390				578			
LCG 20		350			558 570			
CL ARGONAUT			375# 330- 380#				560* 510- 590*	

TDY Column includes frequencies for type 91 as well as TDY.

* Indicates until H - 3.

Indicates after H - 3.

Note 1 - Where a spot frequency and a band (segment) of frequencies are listed for TDY (CXFR), Type 91, SPT-6, or Carpet III (655) transmitters, priority is to be given to the assigned spot frequency. If no enemy radar is heard near this spot frequency, the assigned band is to be monitored and the jamming transmitter tuned to the strongest signal heard in this band. Periodic checks shall be made to determine that no signal has appeared on the assigned spot frequency.

Note II - On British ships equipped with both Type 91 and CXFR sets, frequency assignments for only one set are given. In this case, before H-3, the Type 91 will operate in the Wurzburg band. After H-3, the frequency assignments for these two sets are reversed.

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SECTION F
TABLE III(d)

SUPPORT FORCE SHIPS	FREQUENCY ALLOCATIONS					
	SEETAKE			WURZBURG		
	653/2	656 RUG	TDY	653/1	654	TDY
CA AUGUSTA			375# 330- 390#			555* 530-580*
DD GLEAVES		355			550 560	
DD SOMERS		380			555 570	
ARB		360- 380"			545- 565"	
ARB		340- 360"			535- 555"	
ARB		360- 380"			545- 565"	
ARB		340- 360"			555- 575"	
ML		360- 380"			545- 565"	
CL DIDO			350# 330- 390#			550* 530-580*
DD LOOKOUT		368 382		545 575		
MS STORMCLOUD	340- 380		363# 330- 390#			560* 530-580*
MS LARNE	340- 380			540- 580		
MS WELFARE	340- 380		540- 580			
MS CLINTON	340- 380	343				
MS OCTAVIA	340- 380	370				

* - Indicates until H-1 (Support Force H Hour)

- Indicates after H-1 (Support Force H Hour)

" - Indicates assigned patrol range for Rugs and Carpets monitored with APR-1's.

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TABLE III(d)

NOTE I: Where a spot frequency and a band (segment) of frequencies are listed for TDY (CXFR), Type 91, SPT-6, or Carpet III (655) transmitters, priority is to be given to the assigned spot frequency. If no enemy radar is heard near this spot frequency, the assigned band is to be monitored and the jamming transmitter tuned to the strongest signal heard in this band. Periodic checks shall be made to determine that no signal has appeared on the assigned spot frequency.

NOTE II:- On British ships equipped with both type 91 and CXFR sets, frequency assignments for only one set are given. In this case, before H-3, the type 91 will operate in the Seetakt band, and the CXFR will operate in the Wurzburg band. After H-3, the frequency assignments for these two sets are reversed.

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SECTION G

RADAR INTELLIGENCE DATA

Appended Tables

- Table I - Types of Enemy Shore Radar Stations
Cap Couronne to Capo Mele.
- Table II - Principal Enemy Radar Stations, Cap
Couronne to Capo Mele.
- Chart I - Enemy Radar locations and shipping
cover (Giant Wurzburg).
- Chart II - Enemy Radar locations and shipping
cover (coastwatcher, Seetakt)

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SECTION G - TABLE I

TYPES OF ENEMY SHORE RADAR STATIONS
CAP COURSEONE TO CAPO NIBBE

Station Type	Normal freq. / limites, mc.	Freq's heard from assault area	PRF (C/s)	USE
Freya (Wass- ermann, Hoard- ing, Chimney)	90-200	112-147	500/ 1000	Mainly for early warning of air- craft. Can also be used for surface search with limited range.
Giant Wurzburg	550-580	528-571	1875	Accurate height- finding, ranges for flak, searchlight control, also used for surface search and ranging.
Seetakt (Coast- watcher)	300-390	357-382	500/ 1000	Warning of surface vessels, ship- plotting, fire con- trol. (Gunlaying)
Small Wurzburg	500-600	Confined to flak sites. Tabulation of the various frequencies not available	3750	A/A fire control, searchlight control, surface search and possibly gunlaying.

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SECTION G - TABLE II

PRINCIPAL ENEMY RADAR STATIONS
CAP COURONNE TO CAPO MELE

LOCALITY	PINPOINT	Approx. Height a.s.l. (feet)	R.F. (Mc/s)	R.R.F. (C/s)	REMARKS
<u>CAP COURONNE</u> (2 Freyas)	43°19'47"N 05°04'20"E	70	99.0-102.0 118.5-122.5 141.0 122.8-126.5	500 500 500	Heard on flights in June
<u>MARSEILLES AREA</u>			128.0 135.0 147.0	500 500 500	The two latter signals were heard South of Marseilles.
<u>TOULON</u>					
a) <u>POINT DE</u> <u>MARECAU</u> (1 Freya)	43°04'07"N 05°54'59"E	295			Located by M.A.P.R.W. on 4th July
b) <u>GOLFE DE GIENS</u> (2 Freyas)	43°04'55"N 06°01'15"E	120	121.0 to 128.0 132.5 147.0	500 500 500	The latter signal was located by an approx. D/F at 43°06'N; 06°01'E.
(1 Wassermann)	43°05'25"N 06°02'53"E	930	143.7 136.0	500	This signal has been consistently inter- cepted by U.S. moni- toring watch and is horizontally polarize
<u>CAP CAMARAT</u>	43°12'N 06°39'E		112.0 119.0 139.0 to 140.0 146.0 to 147.0	500) 500) 500 500	Heard only once Sout of Cap Camarat. Vicinity of Cap Camarat, N.E. of the Cape.
<u>ST. RAPHAEL</u> (2 Freyas)	43°25'43"N 06°52'30"E	100- 200	125.0 to 126.0 134.0-135.6 142.0-143.0	500	Heard on investigat- ional flights and by the ground watch orig- inating from the know site.
(1 Wassermann)	43°25'00"N 06°51'22"E	400	139.0 to 145.0 124.1	500	There are two signals in this range of fre- quencies, originating from the known site. Heard on investigatic flights and also by U monitoring & ground watches.

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LOCALITY	PINPOINT	Approx. Height a.s.l. (feet)	R.F. (Mc/s)	P.R.F. (C/s)	REMARKS
<u>NICE AREA</u>					
a)		117.5 139.0 123.1 123.7		1000 500	Heard once on a flight on approach to Cape Ferrat. Heard on flight 29-30th June. U.S. watch have heard signals on the latter frequency in the Nice area but not consistently.
b) <u>INLAND OF CAP MARTIN</u>		129.0 143.0		500 to 505 505	Flight results gave a approx. D/F of 43°57' 07°54'E on this signal. Flight results gave a approx. D/F of 43°57' 07°45'E on this signal which was found to be horizontally polarize
<u>CAPO MELE</u> (1 Freya)	43°57'19"N 43°10'17"E	100- 150	139.0- 140.3 138.0- 139.6	500	Heard consistently by U.S. monitoring watch and ground watch originating from known signal
(1 Wassermann)	43°57'10"N 08°10'07"E		140.0- 147.0 125.0- 126.0	500	Heard on investigative flights from same origin as above signal approx. D/F of 44°00' 08°09'E. Also heard by investigational flights from approx. 43°58'N; 08°09'E.

<u>COASTWATCHERS (SEETAKT)</u>					
<u>CAP COURONNE</u>	43°19'56"N 05°03'08"E	75/ 100	368.0- 370.0 378.0	500 500	Heard on flight on 28-29th May. This signal was heard on a flight at the end of June.
<u>MARSEILLES</u>	43°13'51"N 05°21'07"E	260	380.0 369.0 366.0	500	Heard once South of Marseille

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LOCALITY	PINPOINT	Approx. Height a.s.l. (feet)	R.F. (Mc/s)	P.R.F. (C/s)	REMARKS
<u>LA CIOTAT</u>	43°10'16"N 05°34'56"E	400	372.0	500	Heard about 10 miles S.E. of Marseilles at the end of June, this signal probably originates from La Ciotat.
<u>CAP SICIE</u>	43°03'11"N 05°50'50"E	1100	365.0	500	Heard 2 miles S.W. of Toulon this signal probably originates from Cap Sicie.
<u>TOULON AREA</u>			375.0 379.0 350.0 342.0		This range of frequencies was heard on four flights during the month and indicated a site in the Toulon area. These signals were heard when investigational aircraft was flying South of Toulon.
<u>CAP BLANC</u>	43°05'16"N 06°21'47"E	100	367.0 370.0 375.0	500 500	Signals originating from known site at Cap Blanc. Heard by the U.S. watch in this area.
<u>CAP CAMARAT</u>	43°12'01"N 06°40'34"E	350	365.0- 370.0 357.0 382.0	500 500	Heard on four flights in June from known site. Heard by ground watch from this area Heard by U.S. monitoring watch from the Ste. Marim area between Cap Camarat and Cannes.
<u>ST. RAPHAEL AREA</u>			369.0- 373.0	500	Heard by investigational flight and U.S. monitoring watch indicating site in Cap D'Aremont area.
<u>CAP ROUX AREA</u>			368.0 361.0	500 495	Heard by U.S. monitoring watch from Cap Roux area. Heard by ground watch from Cannes-Antibes area.
<u>CAP D'ANTIBES</u>	43°33'49"N 07°07'55"E	250/ 300	377.0- 379.0 371.0	500 500	Heard by ground watch and U.S. monitoring watch from known site. Heard on investigational flight.

~~BIGOT - ANVIL~~

~~TOP SECRET~~

~~French ULTRA SECRET~~

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File No.

A4-3

Serial: 0098

~~BIGOT - ANVIL~~
~~TOP SECRET~~
~~French ULTRA SECRET~~
~~ANNEX "C" to~~
~~OPERATION PLAN NO. 4-44~~

LOCALITY	PINPOINT	Approx. Height a.s.l. (feet)	R.F. (Mc/s)	P.R.F. (C/s)	Remarks
<u>CAP FERRAT</u>	43°40'56"N 07°19'44"E	450	368.0- 374.0	500	Heard on 3 investigational flights and by U.S. monitoring watch from this area
<u>MONACO</u>	43°43'49"N 07°24'11"E	1900	377.0- 383.0 365.0 338.0 371.0	500 500 500	May originate in either Cap Ferrat or Monaco area. Signal heard from Monace.
<u>BORDIGHERA AREA</u>			364.0- 370.0 379.0 370.0- 371.0	500 500 500	Heard on 3 investigational flights in early June from Cape Martin area. Heard by ground watch from this area. These signals were heard just N.E. of Cape Martin and an approx. D/F of 43° 48'N; 07°32'E was obtained.
<u>SAN STEFANO/IMPERIA AREA</u>			366.0- 367.0 371.0	500 500	Probable origin in the San Stefano Imperia area, one signal being heard 20 miles N.E. of C. Martin. Heard by U.S. monitoring watch in the Imperia area.
<u>CAPO MELE/ALBENGA AREA</u>			369.0 370.0- 375.0	500 500	Heard on 2 flights, the 1st of which given an approx. D/F of 44°01'N: 08°10'E, the 2nd indicating an area about 29 miles SW of Savone Signals heard in this area by ground watch and U.S. monitoring watch.
<u>NOLI AREA</u>			365.0- 370.0	500	Heard by 2 investigational flights, on one of which an approx. D/F of 44°10'N: 08°20'E was obtained. The Noli area would appear to be a probable site for this Coastwatcher.

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~~French EXTRA SECRET~~

~~ANNEX "C"~~

OPERATION PLAN NO. 4-44

LOCALITY	PINPOINT	Approx. Height a.s.l. (feet)	R.F. (Mc/s)	P.R.F. (C/s)	REMARKS
<u>CAP COURONNE</u> (1 G.W.)	43°19'56"N 05°03'08"E	75/ 100	548.0	1800	Heard on flight at end of May from approx. 43°22'N; 05°10'E.
(2 G.W.'s)	43°19'47"N 05°04'20"E		552.0- 560.0	1820 to 1850	Heard on June flights from approx. 43°21'N; 05°03'E.
<u>MARSEILLES</u> (1 G.W.)	43°13'51"N 05°21'07"E	260	554.0	1820	H/F's on this signal indicated a site just N. of Marseilles at approx. 43°23'N; 05°20'E.
<u>CAP SICIE AREA</u>			554.0	1820	Area of Cap Sicie at approx. 43°07'N; 05°47'E.
<u>ISLES DE HYERES</u>			550.0	1800	Heard when investigational aircraft South of Isles.
<u>CAP CEPET</u> (1 G.W.)	43°04'02"N 05°56'42"E	150/ 200	528.0* 537.0* 560.0	1490	Signals heard when aircraft South of Toulon.
(2 G.W.'s)	43°04'55"N 06°01'15"E	120	552.0- 555.0 558.0	1800	Heard from the Toulon area. Probably two stations transmit on this range of frequencies.
			555.0- 562.0	1830 to 1950	Heard by ground watch and U.S. watch from Toulon area.
<u>CAP BLANC AREA</u>			554.0	1820 to 1950	Investigational flight gave an approx. D/F of 43°06'N; 06°20'E. and signal also heard by U.S. ground watch from this area.
<u>CAP CAMARAT AREA</u>			552.5 558.0- 565.0	1950 1950	Signals heard by U.S. watch in Cap Camarat area.
<u>ST. RAPHAEL</u> (2 G.W.'s)	43°25'43"N 06°52'30"E	100/ 200	548.0- 571.0	1820 to 1950	Range of frequencies heard by ground watch and U.S. watch from this area.
			560.0 562.0 568.0	1830	Heard on recent flight from 43°32'N, 07°00'E. indicating the Cannes-Antibes area.
<u>ITALY (N.W. COAST)</u> <u>SAN REMO AREA</u>			558.0- 559.0	1950	Heard by U.S. watch from San Remo area.
<u>CAPO MELE</u> (1 G.W.)	43°57'07"N 08°10'07"E	100/ 150	551.0 553.0- 560.0	1820	Heard by the ground watch.

Note: * - Signals lower than the normal Wuerzburg band.

~~BIGOT - ANVIL~~

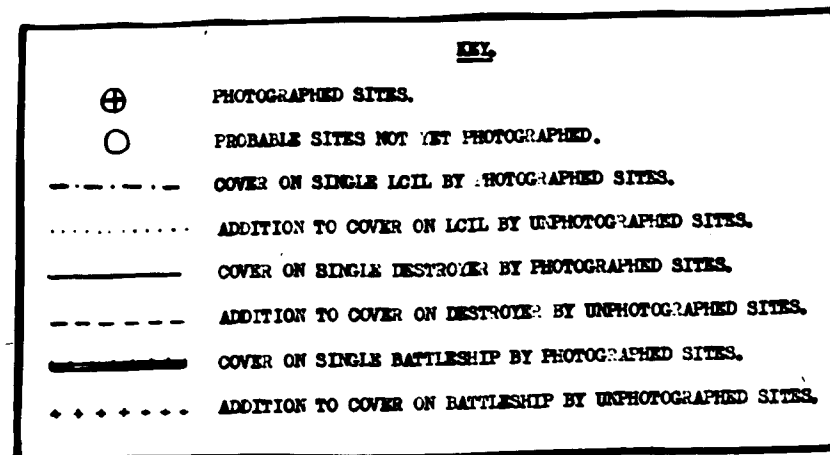
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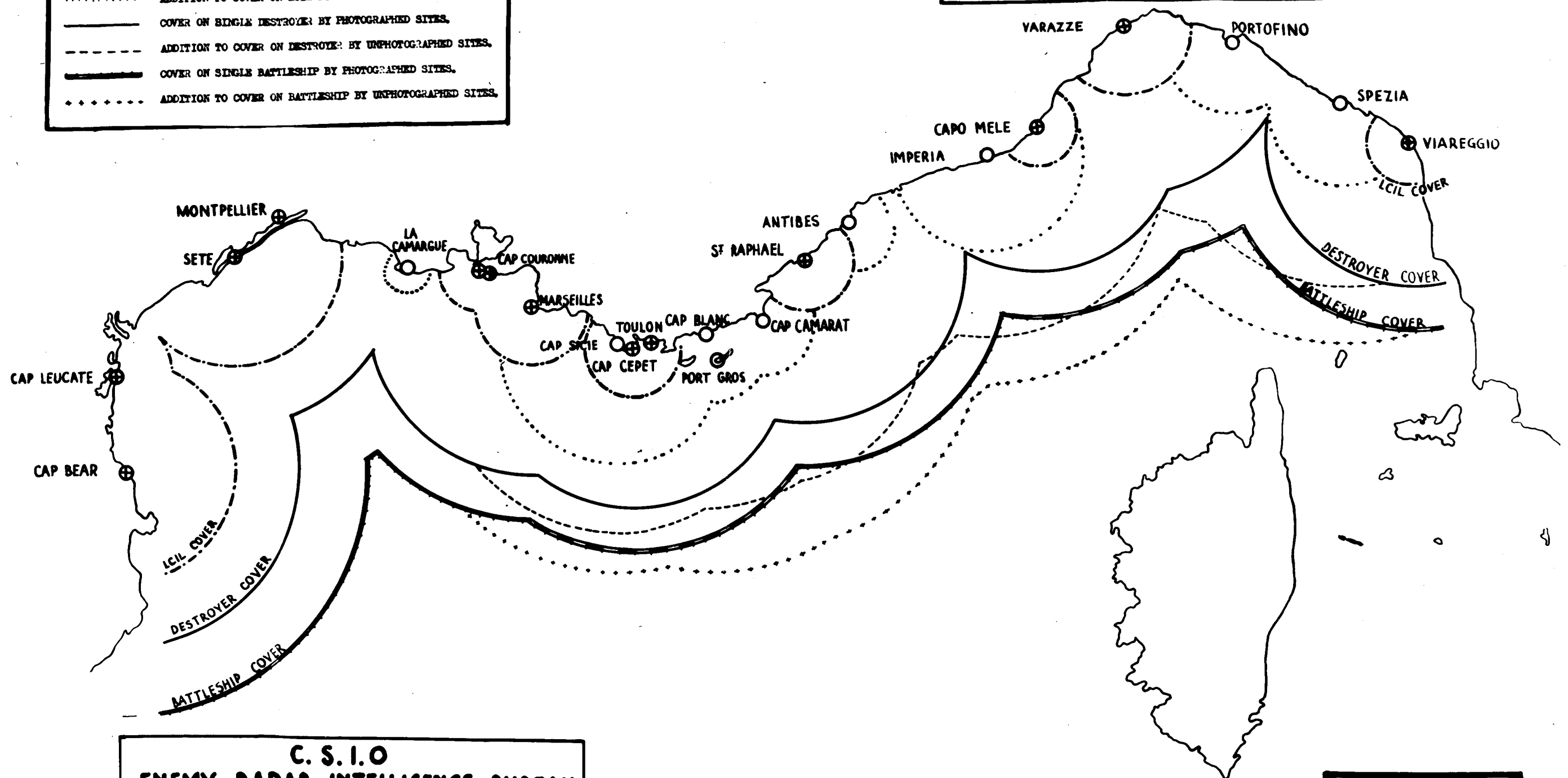
Section G
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ANNEX "C"

ENEMY RADAR

GIANT WUERZBURG LOCATIONS & SHIPPING COVER



- NOTE**
1. SHIPPING COVER HAS BEEN ESTIMATED ON SITE HEIGHT AT PHOTOGRAPHED SITES.
 2. SITE HEIGHT HAS BEEN ESTIMATED AT UNPHOTOGRAPHED SITES BY SURVEY OF THE AREA AND SHIPPING COVER HAS BEEN BASED ON THIS.
 3. COVER IS ESTIMATED UNDER CONDITIONS OF AVERAGE PROPAGATION WHICH OCCUR 9/10 OF THE TIME IN THIS AREA. (A 200' DUCT HAS BEEN TAKEN)
 4. COVER ON 10 DESTROYERS IS EQUIVALENT TO SINGLE BATTLESHIP COVER.



C. S. I. O
ENEMY RADAR INTELLIGENCE BUREAU
H.Q. M.A.A.F. C.M.F.
28th JULY 1944.



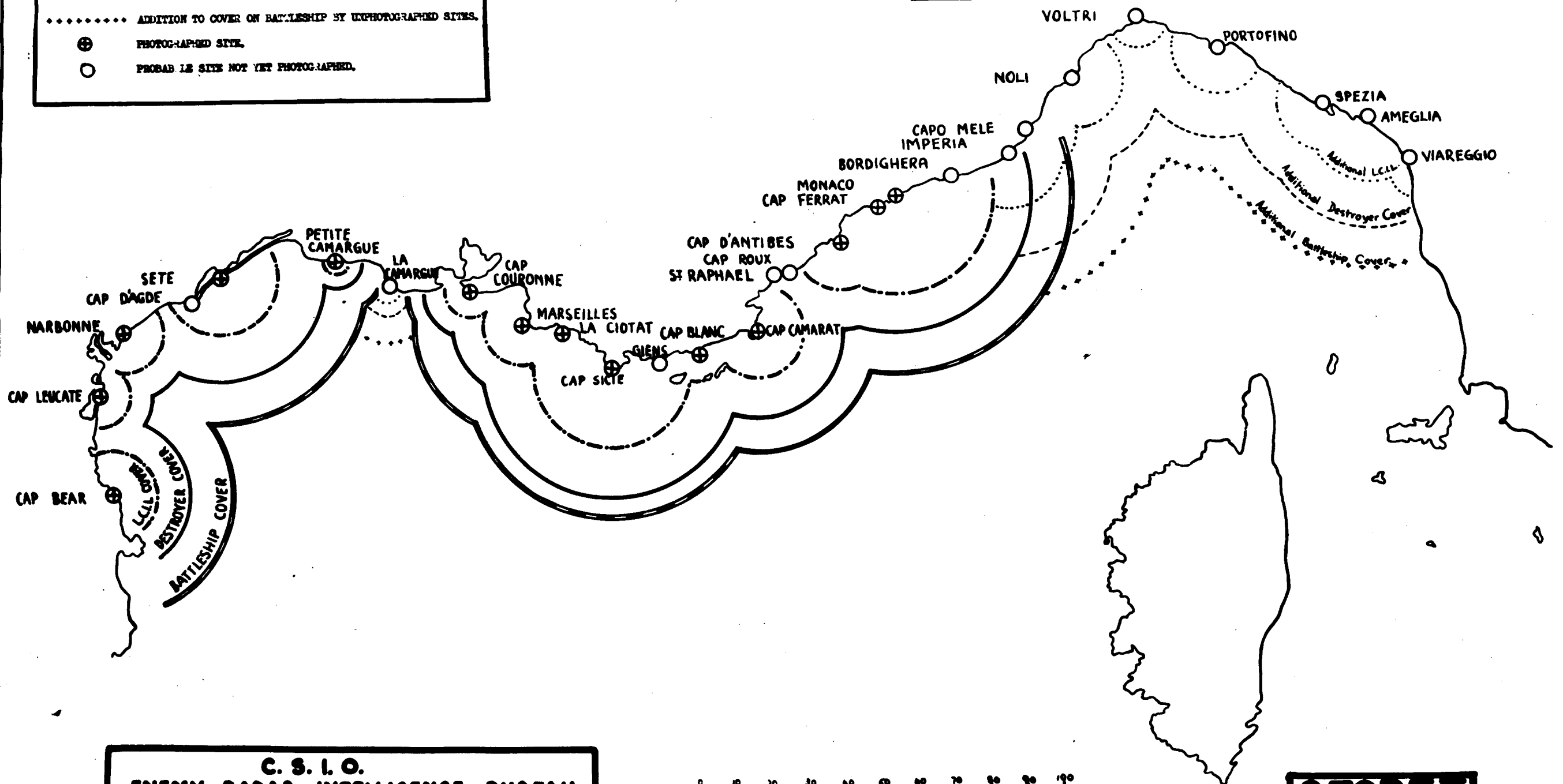
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ENEMY RADAR COASTWATCHER LOCATIONS & SHIPPING COVER

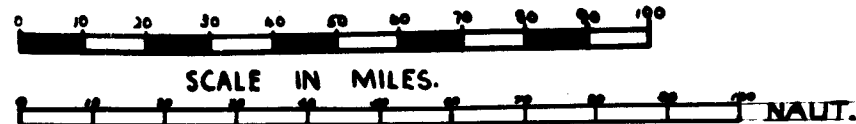
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-----	COVER ON SINGLE LCIC BY PHOTOGRAPHED SITES.
.....	ADDITION TO COVER ON LCIC BY UNPHOTOGRAPHED SITES.
————	COVER ON SINGLE DESTROYER BY PHOTOGRAPHED SITES.
- - - - -	ADDITION TO COVER ON DESTROYER BY UNPHOTOGRAPHED SITES.
————	COVER ON SINGLE BATTLESHIP BY PHOTOGRAPHED SITES.
.....	ADDITION TO COVER ON BATTLESHIP BY UNPHOTOGRAPHED SITES.
⊕	PHOTOGRAPHED SITE.
○	PROBABLE SITE NOT YET PHOTOGRAPHED.

- NOTE**
1. SHIPPING COVER HAS BEEN ESTABLISHED ON SITE CENTER AT PHOTOGRAPHED SITES.
 2. SITE HEIGHT HAS BEEN ESTABLISHED AT UNPHOTOGRAPHED SITES BY SURVEY OF THE AREA AND SHIPPING COVER HAS BEEN BASED ON THIS.
 3. COVER HAS BEEN ESTABLISHED FOR CONDITIONS OF ANOMALOUS PROPAGATION WHICH SHOW 9/10 TIME DURING THIS SEASON IN THIS AREA. (A 200' DUCT HAS BEEN TAKEN)
 4. COVER ON 10 DESTROYERS EQUIVALENT TO SINGLE BATTLESHIP COVER.



C. S. I. O.
ENEMY RADAR INTELLIGENCE BUREAU
H.Q. M.A.A.F. C.M.F.
27TH JULY 1944.



SECRET

Serial: 0037

~~BIGOT - ANVIL~~~~TOP SECRET~~~~French ULTRA SECRET~~~~ANNEX "C" to~~~~OPERATION PLAN NO. 4-44~~~~Change classification to
SECRET on day.~~Appendix 77SECTION HGUIDED MISSILE COUNTERMEASURES

1. Ships listed in List I appended are equipped with guided missile countermeasures equipment. They are designated and may be referred to as "J" ships. Guided missile countermeasures equipment in "J" ships will be employed in accordance with existing Mediterranean Station and 8th Fleet instructions except as hereinafter provided.

- (a) Transmitters shall not be tested with antennae connected after D - 2 by any "J" ship within 100 miles of assault area.
- (b) Type MAS transmitters shall not be operated in "Search" position from D - 2 until H-hour, except under conditions of actual air attack.
- (c) Codeword "TIPTREE" (attack by radio controlled bombs expected) may be initiated by the following authorities only:

NCWTF (Com 8th Fleet)
 Commander Task Force 84
 Commander Task Force 85
 Commander Task Force 86
 Commander Task Force 87
 Commander Task Force 88
 Commander Gunfire Support Group, ALPHA
 Commander Gunfire Support Group, DELTA
 Commander Gunfire Support Group, CAMEL

This signal may be passed by TBS, or by other appropriate means. "TIPTREE" is not to be interpreted as a signal to jam; it is solely an alerting signal.

- (d) Codeword "VERMIN" (radio controlled bomb has been sighted and/or control signal intercepted) may be initiated over TBS or other appropriate means by any ship sighting a radio controlled bomb or intercepting a control signal. Upon receipt of "VERMIN" individual "J" ships shall jam provided they have intercepted a control signal. "VERMIN" is not a signal to jam; it is a warning to all ships that one or more radio controlled bombs are in the air. Once "VERMIN" has been signalled by one ship during a particular air attack, it is unnecessary and undesirable for other ships to signal "VERMIN" each time a bomb

~~BIGOT - ANVIL~~~~TOP SECRET~~~~French ULTRA SECRET~~

Section H

Appendix 7

ANNEX "C"

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~~BIGOT - ANVIL~~
~~TOP SECRET~~
~~French ULTRA SECRET~~
~~ANNEX "C" to~~
~~OPERATION PLAN NO. 4-44~~

~~Change classification to~~
~~SECRET on 10 day.~~

is sighted or a control signal intercepted and jammed. Operators must exercise extreme care in differentiating between actual control signals and other jammers. The control signal is characteristic - 1000 and 1500 cycle tones can be heard alternating at a rate of about 10 cycles per second. The only audible modulation of jammers will be a 1500 cycle tone. The control carrier frequency has thus far been confined mainly to the 48-50 Mcs. band. A few signals have been intercepted in the 43-48 Mcs. band.

- (e) "J" ships will jam using 1500 cycle modulation. Accurate adjustment of modulation source to within 3% of this frequency is essential for successful jamming. Ships with ARQ-8 equipment will use 8000 cycle modulation in addition to 1500 cycles.
- (f) Despatch report shall be made immediately to NCWTF (Com 8th Fleet) upon interception of any control signal outside the 48-50 Mcs. band or any control modulation other than 1000, 1500, 8000 or 12000 cycles after radio silence ~~is~~ broken.
- (g) In addition to normal monitoring and jamming during any attack by radio bombs the designated ships are to search bands indicated for possible new control signals as follows:

10-30 Mcs.	USS BENSON
27-45 Mcs.	USS HILARY P. JONES and USS MADISON
55-80 Mcs.	USS HERBERT C. JONES and USS STEADY
80-100 Mcs.	USS F.C. DAVIS and USS SEER
100-120 Mcs.	USS SUSTAIN and USS PIONEER
120-143 Mcs.	USS SUSTAIN and USS SPEED

Other "J" ships are to search the above frequency bands as equipment and personnel permits.

(h) Guided Missile Reporting Code.

Attack by Radio Controlled bombs
expected TIPTREE
Radio Controlled bombs sighted and/
or control signals intercepted : : VERMIN

~~BIGOT - ANVIL~~
~~TOP SECRET~~
~~French ULTRA SECRET~~

Section H
Appendix 7
ANNEX "C"

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A4-3

Serial: 0098

B I G O T - A N V I L
T O P S E C R E T
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Cease jamming NEGATIVE
VERMIN

Guided missile, unknown type CARTON

Guided missile, FX type COLOR

Guided missile, glider type GAUDY

For all U.S. "J" ships. GLORY

Cease testing jammer HENNA

My jammer inoperative KAYAK

Suspected control signals
intercepted on ____ Mcs.
(Subtract or add number of
megacycles minus or plus
reference frequency of 50 Mcs.)
e.g. 32.1 Mcs = LYRIC MINUS
SEVENTEEN POINT NINE LYRIC

Monitor band indicated ROBOT
(Add or subtract number of
megacycles plus or minus
reference frequency of 50 Mcs.)
e.g. - Monitor band 70-75 Mcs. =
ROBOT PLUS TWENTY TO TWENTY FIVE

Suspected modulation frequency
is ____ Kcs. MELON
(Add or subtract number of
kilocycles plus or minus
reference frequency of 10 Kcs.
e.g. - .8 Kcs. = VALID MINUS
NINE POINT TWO

B I G O T - A N V I L
T O P S E C R E T
French ULTRA SECRET

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~~B I G O T - A N V I L~~
~~T O P S E C R E T~~
~~French ULTRA SECRET~~
~~ANNEX "C" to~~
~~OPERATION PLAN NO. 4-44~~

~~Change classification to~~
~~SECRET D day.~~

LIST OF "J" SHIPS

Task Force 80

BENSON
CATOCTIN
F.C. DAVIS
DOYLE
GLEAVES
HERBERT C. JONES
HILARY P. JONES
HARDING
MADISON
NIBLACK
TATUM

Task Force 84

ANNE ARUNDEL
AJAX (BR)
BLACK PRINCE (BR)
DUANE
HENRICO
LIVERMORE
ORION (BR)
PIONEER
QUINCY
RAMILIES (BR)
SEER
SAMUEL CHASE

Task Force 85

BARNETT
J. T. DICKMAN
EMMONS
FITCH
HAMBLETON
HOBSON
MACOMB
NEVADA
PHILADELPHIA
RODMAN
TEXAS

Task Force 87

ARKANSAS
BAYFIELD
BROOKLYN
CHARLES CARROLL
EDISON
THOMAS JEFFERSON
LUDLOW
McLANAHAN
NIELDS
ORDRONAUX
PARKER
SPEED
STEADY
TUSCALOOSA

Task Force 86

AUGUSTA
GLEAVES

Task Force 88

GHERARDI
HERNDON
JEFFERS
KASAAN BAY
MURPHY
SHUBRICK
TULAGI

Unassigned

ARTHUSA (BR)
BELLONA (BR)
WARSPITE (BR)

~~B I G O T - A N V I L~~
~~T O P S E C R E T~~
~~French ULTRA SECRET~~